

October 3, 1966

Minutes of the Six Hundred and Forty-Seventh Meeting, a Regular Meeting of the State Highway Commission held in Austin, Texas, with the following members present:

Hal Woodward	Member
J. H. Kultgen	Member
D. C. Greer	State Highway Engineer

58337 IT IS ORDERED that a Regular Meeting of the State Highway Commission be opened at 8:00 A.M., October 3, 1966.

October 3, 1966

58338 An initial appropriation of \$963,400.00 is hereby made to cover the State's share of cost to be incurred in the acquisition of right of way on the following listed projects which have been previously authorized by the Commission. Reimbursements to the counties and cities for the State's share of right of way expenditures will be made in accordance with the State-County or City Agreement.

COUNTY	DIST.	P.D.	PROJECT NO.	HIGHWAY OR LOCATION	FUNDS
Wichita	3	318	RW 8003-1-14	U. S. 287	\$ 27,000.00
Victoria	13	318	RW 8013-1-18	U. S. 59	145,000.00
Johnson	2	341	RW 8002-1-23	Park Rd. 21	20,000.00
Mason	14	313	RW 8014-1-21	U. S. 87	7,000.00
Brazoria	12	344	RW 8012-1-20	St. 288	350,000.00
Coleman	23	310	RW 8023-1-27	U. S. 84	8,000.00
Bosque	9	326	RW 8009-1-21	St. 6	20,000.00
Bell	9	327	RW 8009-1-20	Loop 363	15,000.00
Lee	14	314	RW 8014-1-22	U. S. 77	15,000.00
Winkler	6	315	RW 8006-1-27	St. 18	33,900.00
Clay	3	319	RW 8003-1-15	U. S. 287	70,000.00
Hidalgo	21	320	RW 342-1-23	St. 107 (Suppl. to Minute 45165)	35,000.00
Midland	6	313	RW 8006-1-25	U. S. 80 (Suppl. to Minute 57345)	48,000.00
Dallas	18	324	RW 8018-1-16	Loop 12 (Suppl. to Minute 56350)	90,000.00
Lubbock	5	352	RW 783-1-1	Loop 289 (Suppl. to Minute 42361)	8,000.00
Fannin	1	329	RW 8001-1-8	St. 121 (Suppl. to Minute 54591)	25,000.00
Dickens	25	306	RW 8025-1-9	U. S. 82 (Suppl. to Minute 58205)	2,500.00
Wise	2	305	RW 13-8-34	St. 114, U. S. 81 & 287 (Suppl. to Minute 44113)	36,000.00
Wise	2	306	RW 13-8-36	U. S. 81 & 287 (Suppl. to Minute 47755)	8,000.00
TOTAL					\$ 963,400.00

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An initial construction and interstate right of way appropriation of \$43,375,811.00 is hereby made for the following listed projects which have been previously authorized.

COUNTY	PROJECT NO.	DIST.	PD	HIGHWAY OR LOCATION	AMOUNT
Harris	I-45-1(83)031	12	922	Int. 45	\$ 363,920.00
Bexar	I-37-2(23)125, etc.	15	944	Int. 37, etc.	2,129,600.00
Hill	I-35W-4(52)373	9	908	Int. 35W	51,950.00
Fannin	S 2908(1)A	1	858	FM 274	182,520.00
Harris	LSI 10-7(1)797	12	440	Int. 10	225,065.00
Grimes	S 2916(1)A	17	852	FM 2988	127,800.00
Jefferson	LSI 10-8(2)859	20	441	Int. 10	10,895.00
Carson, etc.	F 421(17), etc.	4	804	US 60, etc.	1,149,865.00
Parker	S 2914(1)A	2	853	FM 2257	125,145.00
Howard	LSI 20-2(2)174	8	441	Int. 20	72,790.00
Orange	LSI 10-8(4)876	20	440	Int. 10	124,235.00
Clay	S 2717(2)A	3	849	FM 171	102,445.00
Runnels, etc.	LSF 570(1), etc.	7	450	US 67	92,880.00
Sterling	F 571(13)	7	803	US 87	207,585.00
Lamar	S 2835(1)A	1	859	FM 2820	183,520.00
Jim Wells, etc.	LSF 429(1), etc.	16	451	St. 44, etc.	47,615.00
Cooke	LSI 35-7(3)474, etc.	3	440	Int. 35	48,820.00
Panola	F 458(4)	19	807	US 59	1,460,150.00
Fort Bend, etc.	S 1318(2)A	12	856	FM 1092	390,915.00
Eastland	S 2888(1)	23	851	US 183	913,705.00
Hardin	S 1513(6)	20	865	St. 326	310,580.00
Matagorda	S 2840(2)A	12	858	FM 2853	257,850.00
Jack	S 2224(7)	2	852	St. 824	295,300.00
Wise	C 351-2-10	2	043	St. 114	53,000.00
Mills	C 55-1-10, etc.	23	028	US 84, etc.	161,500.00
Grayson	C 81-7-8	1	048	St. 99	1,304,700.00
Fort Bend	C 89-9-32	12	029	US 59	413,180.00
Jim Wells	C 989-1-9	16	068	FM 624	101,100.00

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COUNTY	PROJECT NO.	DIST.	PD	HIGHWAY OR LOCATION	AMOUNT
Waller, etc.	C 50-5-30, etc.	12	032	US 290	\$ 817,300.00
San Saba	C 272-2-7	23	030	US 190	151,000.00
Shelby	A 123-9-1	11	209	FM 2913	110,800.00
Kinney, etc.	C 23-2-25, etc.	22	050	US 90, etc.	219,360.00
Cherokee, etc.	C 118-4-16, etc.	10	050	St. 21, etc.	466,350.00
Brewster	MC 21-1-26, etc.	24	007	US 90, etc.	51,600.00
Polk	A 3036-1-1	11	210	FM 2969	67,300.00
Archer	C 137-7-10	3	049	St. 25	482,400.00
Tyler	C 213-7-21, etc.	20	062	US 190, etc.	361,570.00
Taylor	C 33-6-34, etc.	8	036	US 83	312,800.00
El Paso	C 674-1-17	24	010	FM 76	236,800.00
Jones	C 33-4-30	8	038	US 83	499,830.00
Harris	I-610-7(30)807	26	930	Int. 610	223,415.00
Hays	LSI 35-3(4)211	14	442	Int. 35	191,545.00
Anderson	S 2911(1)A	10	857	FM 2961	201,960.00
Denton	I-35W-6(134)442, etc.	18	932	Int. 35W, etc.	7,532,995.00
Jefferson	U 1052(57)	20	973	St. 73	2,141,695.00
Washington	S 2872(1)A	17	853	FM 2621	109,675.00
Reeves	I-20-1(50)026, etc.	6	921	Int. 20	3,168,110.00
Dallas	LSI 35E-6(2)433	18	440	Int. 35E	55,740.00
Cass	S 2639(2)A	19	849	FM 2791	326,825.00
Travis	F 478(12)	14	810	US 290	971,285.00
Ward	LSI 20-1(2)066	6	440	Int. 20	132,550.00
Cameron	C 872-4-7	21	124	FM 506	387,800.00
Titus	F 156(3), etc.	19	808	US 271	374,790.00
Val Verde	F 392(12)	22	804	US 277	78,180.00
Jackson	F 1059(16)	13	807	St. 35	384,180.00
Lee	C 211-2-9, etc.	14	023	US 77	225,900.00

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COUNTY	PROJECT NO.	DIST.	PD	HIGHWAY OR LOCATION	AMOUNT
Kent	S 2551(5)	8	856	US 380	\$ 429,755.00
Robertson	A 2337-1-1	17	204	FM 1644	149,550.00
Smith	S 2917(1)	10	858	St. 135	380,310.00
Scurry, etc.	C 53-9-28, etc.	8	043	US 84	283,400.00
Val Verde, etc.	C 22-6-30, etc.	22	057	US 90, etc.	215,900.00
Crane	C 600-4-4	6	050	FM 870	110,200.00
Wood, etc.	C 401-3-10, etc.	10	060	St. 154, etc.	304,300.00
Jim Wells, etc.	C 87-1-42, etc.	16	070	St. 359	1,152,900.00
Brazoria, etc.	C 179-2-45, etc.	12	033	St. 35	724,400.00
Dallas	C 581-2-30	18	064	Lp. 12	1,329,640.00
Howard	C 68-7-12, etc.	8	039	US 87	259,600.00
Grayson	A 2459-2-1	1	208	FM 902	123,200.00
Brown	C 128-1-41	23	031	US 377	118,400.00
Travis	C 15-13-60, etc.	14	025	Int. 35, etc.	136,100.00
Shelby	A 3062-1-1	11	211	FM 2747	76,500.00
Hood, etc.	C 80-4-31, etc.	2	044	US 377, etc.	13,100.00
Taylor	C 699-3-6	8	033	FM 613	12,010.00
Taylor	C 699-4-3	8	034	FM 613	12,550.00
Taylor	C 663-3-7	8	035	FM 1235	9,685.00
Hays	LSI 35-3(4)	14	442	Int. 35	11,300.00
Hill	C 14-7-49, etc.	9	050	Int. 35 (Suppl. to Min. 58034)	17,800.00
Kinney	F 484(16), etc.	22	802	US 90 (Suppl. to Min. 56873)	8,315.00
Jeff Davis	F 645(9), etc.	24	801	US 90 (Suppl. to Min. 56739)	108,355.00
Burleson	A 1129-2-5	17	201	FM 2000 (Suppl. to Min. 56954)	15,400.00
Hale	MC-5-C-10	5	878	Plainview (Suppl. to Min. 57918)	44,500.00
Hale	MC-5-D-10	5	877	Plainview (Suppl. to Min. 57918)	64,700.00

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COUNTY	PROJECT NO.	DIST.	PD	HIGHWAY OR LOCATION	AMOUNT
Young	C 362-1-11	3	018	St. 254 (Suppl. to Min. 56463)	\$ 22,440.00
Bexar	C 24-9-1	15	018	Spur 371 (Suppl. to Min. 55046)	150,000.00
Jasper	E 877-1-8	20	250	FM 255 (Suppl. to Min. 49844)	44,800.00
Hays	C 471-2-18	14	007	St. 21 (Suppl. to Min. 57229)	9,800.00
Lubbock	C 53-1-39	5	042	US 84	9,000.00
Van Zandt	C 646-2-5	10	014	FM 47 (Suppl. to Min. 56570)	18,800.00
Harrison	F 481(19)	19	804	St. 43 (Suppl. to Min. 56739)	27,282.00
Aransas	F 817(6)	16	802	St. 35 (Suppl. to Min. 54011)	60,000.00
Brown	S 738(10)	23	846	St. 279 (Suppl. to Min. 56873)	5,500.00
Ector	S 2320(3)	6	847	Lp. 338 (Suppl. to Min. 56873)	55,300.00
Henderson	S 1633(2)A, etc.	10	849	FM 1615, etc. (Suppl. to Min. 56954)	6,100.00
Statewide	HPR 1(6)				4,882,634.00
Van Zandt	M 95-6-32	10	611	US 80	10,500.00
Angelina	M 911-14-1	11	507	Lufkin State School	1,800.00
Houston	M 911-15-1	11	508	Crockett State School	4,000.00
Howard	M 908-15-1	8	520	Big Spring State Hospital	2,000.00
Taylor	M 908-14-2	8	521	Abilene State School	2,000.00
Travis	M 914-11-4	14	516	Austin State Hospital	2,100.00
Calhoun	M 580-2-3	13	603	FM 2433	13,700.00
Calhoun	M 2016-1-4	13	604	FM 2143	14,800.00
Cherokee	M 910-18-2	10	517	Rusk State Hospital	2,000.00
Smith	M 910-19-2	10	518	East Texas Tuberculosis Hospital	1,500.00
Navarro	M 918-7-1	18	513	Corsicana State Home	3,600.00
Rains	SBF 1-67-190	1		FM 35	3,000.00
Hunt	SBF 1-66-117	1		FM 751	10,000.00
Grayson	MC-1-P-14	1	511	Denison	200.00
Cooke	MC-3-W-10	3	543	Gainesville	200.00

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COUNTY	PROJECT NO.	DIST.	PD	HIGHWAY OR LOCATION	AMOUNT
McLennan	MC-9-F-12	9	636	Waco	\$ 500.00
Liberty	MC-20-D-10	20	797	Liberty	30,000.00
Collingsworth	M-25-M-7	25	871	Wellington	2,500.00
San Patricio	I-37-1(40) Acct. 9016-12-6	16	704	Int. 37	322,500.00
Kendall	Acct. 9015-3-9	15	724	Int. 10	140,000.00
Wheeler	Acct. 9025-2-3	25	703	Int. 40	213,000.00
TOTAL					\$ 43,375,811.00

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WHEREAS, in the following counties, engineering and traffic investigations have been made to determine the reasonable and safe prima facie maximum speeds on the sections of

COUNTY	DIST.	DESCRIPTION	ZONE SPEED
Fannin	1	STATE HIGHWAY 121 from Station 596 + 00, Control 549-1, F 1119(5), northeasterly to Station 858 + 00, Control 549-1, F 1119(5), a distance of 4.961 miles approximately,	45
Baylor	3	U. S. HIGHWAY 82 from the Baylor-Knox County Line at Station 690 + 67, Control 133-4, C 133-4-17, easterly through Red Springs (unincorporated) to Station 167 + 70, Control 133-4, C 133-4-17, a distance of 9.904 miles approximately,	45
Montague	3	U. S. HIGHWAY 81 from Station 3 + 64, Control 13-2, C 13-2-19, southerly to Station 759 + 00, Control 13-3, C 13-3-17, a distance of 14.196 miles approximately,	45
Wichita & Wilbarger	3	U. S. HIGHWAY 287 from the West City Limit of Electra at Station 1485 + 44.9, Control 43-8, C 43-8-23, in Wichita County, westerly through Harrold (unincorporated) to Station 1207 + 04.7, Control 43-7, C 43-7-17, in Wilbarger County, a distance of 13.235 miles approximately,	45
Armstrong	4	U. S. HIGHWAY 287 from the West City Limit of Claude at Station 778 + 39.8, Control 42-3, C 42-3-23, westerly to Station 480 + 00, Control 42-3, C 42-3-23, a distance of 5.651 miles approximately; and from the Armstrong-Donley County Line at Station 1753 + 53.2, Control 42-5, C 42-5-22, westerly through Goodnight (unincorporated) to Station 893 + 00, Control 42-4, C 42-4-24, a distance of 16.283 miles approximately,	45

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COUNTY	DIST.	DESCRIPTION	ZONE SPEED
Crosby & Lubbock	5	<u>U. S. HIGHWAY 62 & 82</u> from the East City Limit of Idalou at Station 604 + 37, Control 131-2, C 131-2-22, in Lubbock County, easterly to the West City Limit of Lorenzo at Station 53 + 31, Control 131-3, C 131-3-17, in Crosby County, a distance of 7.505 miles approximately; and from the East City Limit of Lorenzo at Station 106 + 03.8, Control 131-3, C 131-3-17, in Crosby County, easterly to Station 390 + 00, Control 131-3, C 131-3-17, in Crosby County, a distance of 5.380 miles approximately,	45
Crosby	5	<u>U. S. HIGHWAY 82</u> from Station 0 + 00, Control 131-4, F 443(32), easterly to Station 148 + 49.5, Control 131-4, F 443(32), a distance of 2.812 miles approximately; and from the Crosby-Dickens County Line at Station 845 + 11.1, Control 131-5, F 443(32), westerly to Station 322 + 58.41, Control 131-4, F 443(32), a distance of 9.630 miles approximately,	45
Terry	5	<u>U. S. HIGHWAY 62 and 82</u> from the Hockley-Terry County Line at Station 823 + 53.1, Control 380-3, C 380-3-12, southerly to the North City Limit of Meadow at Station 660 + 66, Control 380-3, C 380-3-12, a distance of 1.616 miles approximately; and from the South City Limit of Meadow at Station 574 + 44, Control 227-7, C 227-7-21, southerly to the North City Limit of Brownfield at Station 88 + 10, Control 227-7, C 227-7-21, a distance of 9.210 miles approximately,	45
Ector	6	<u>STATE HIGHWAY 302</u> from its intersection with Farm to Market Road 866 at Station 688 + 00, Control 572-1, S 202(3), easterly to Station 135 + 74.1, Control 572-1, S 202(3), a distance of 10.459 miles approximately,	45
Jones	8	<u>U. S. HIGHWAY 277</u> from Station 70 + 00, Control 157-5, C 157-5-27, southwesterly to Station 707 + 00, Control 157-5, C 157-5-27, a distance of 12.063 miles approximately,	40
Scurry	8	<u>U. S. HIGHWAY 84</u> from Station 935 + 37, Control 53-8, C 53-8-32, northwesterly to Station 1006 + 88.1, Control 53-7, C 53-7-21, a distance of 13.749 miles approximately,	40
Taylor	8	<u>U. S. HIGHWAY 83</u> from Station 652 + 76.92, Control 34-1, C 34-1-36, southerly to Station 1211 + 82.1, Control 34-1, C 34-1-36, a distance of 10.238 miles approximately,	40

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COUNTY	DIST.	DESCRIPTION	ZONE SPEED
Cherokee	10	<u>U. S. HIGHWAY 84</u> from Station 804 + 80, Control 123-2, S 810(6), northeasterly to Station 1108 + 00, Control 123-2, S 810(6), in Maydelle (unincorporated), a distance of 5.741 miles approximately,	40
Angelina & Nacogdoches	11	<u>U. S. HIGHWAY 59</u> from Station 745 + 48, Control 176-1, C 176-1-40, in Nacogdoches County, southerly to Station 459 + 35.67, Control 176-1, C 176-1-40, in Nacogdoches County, a distance of 5.419 miles approximately; and from the North City Limit of Lufkin at Station 97 + 24.3, Control 176-2, C 176-2-45, in Angelina County, northerly to Station 502 + 53.43, Control 176-2, C 176-2-45, in Angelina County, a distance of 6.534 miles approximately; and from the South City Limit of Lufkin at Station 66 + 55.75, Control 176-3, C 176-3-46, in Angelina County, southerly to Station 732 + 67, Control 176-3, C 176-3-46, in Angelina County, a distance of 12.614 miles approximately,	45
Angelina	11	<u>STATE HIGHWAY 103</u> from the East City Limit of Lufkin at Station 70 + 86, Control 336-5, C 336-5-22, easterly to Station 167 + 00, Control 336-5, C 336-5-22, a distance of 1.837 miles approximately,	45
Nacogdoches	11	<u>U. S. HIGHWAY 59</u> from the North City Limit of Nacogdoches at Station 116 + 50, Control 175-8, C 175-8-21, northerly to Station 173 + 70.3, Control 175-7, C 175-7-26, a distance of 1.083 miles approximately,	45
Polk	11	<u>U. S. HIGHWAY 287</u> from the East City Limit of Corrigan at Station 517 + 25, Control 341-3, C 341-3-15, easterly to Station 1133 + 93.4, Control 341-3, C 341-3-15, a distance of 11.679 miles approximately,	45
San Jacinto	11	<u>U. S. HIGHWAY 59</u> from the Liberty-San Jacinto County Line at Station 710 + 27, Control 177-2, C 177-2-21, northerly to Station 419 + 00, Control 177-2, C 177-2-21, a distance of 5.515 miles approximately,	45
Harris	12	<u>FARM TO MARKET ROAD 1093</u> from Station 244 + 03, Control 1258-4, C 1258-4-13, westerly to Station 314 + 33.99, Control 1258-4, C 1258-4-13, a distance of 1.332 miles approximately,	30
Travis & Williamson	14	<u>INTERSTATE HIGHWAY 35</u> from the North City Limit of Round Rock at Station 1325 + 18.0, Control 15-9, C 15-9-41, in Williamson County, northerly to Station 1215 + 00, Control 15-9, C 15-9-41, in Williamson County, a distance of 2.086 miles approximately;	45

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COUNTY	DIST.	DESCRIPTION	ZONE SPEED
		and from the South City Limit of Round Rock at Station 1371 + 73.5, Control 15-9, C 15-9-41, in Williamson County, southerly to Station 191 + 00, Control 15-10, C 15-10-16, in Travis County, a distance of 4.683 miles approximately,	
Medina	15	<u>FARM TO MARKET ROAD 1518</u> from the Atascosa-Medina County Line and the North City Limit of Lytle at Station 295 + 74.13, Control 2883-1, A 2883-1-1, northerly to Station 3 + 60, Control 2883-1, A 2883-1-1, in La Coste (unincorporated), a distance of 5.533 miles approximately,	45
Nueces	16	<u>FARM TO MARKET ROAD 43</u> from Station 692 + 05, Control 1557-1, C 1557-1-6, easterly to Station 1012 + 19.1, Control 1557-1, C 1557-1-6, a distance of 6.063 miles approximately,	45
Nueces	16	<u>FARM TO MARKET ROAD 665</u> from its intersection with Farm to Market Road 1694 at Station 479 + 01.1, Control 1052-2, C 1052-2-21, easterly, northerly and easterly to its intersection with State Highway 357 at Station 1039 + 68.2, Control 1052-2, C 1052-2-21, a distance of 10.462 miles approximately,	45
Bowie	19	<u>U. S. HIGHWAY 67</u> from Station 989 + 00, Control 10-11, F 313(7), in Simms (unincorporated), southerly to Station 1206 + 70.7, Control 10-11, F 313(7), in Bassett (unincorporated), a distance of 4.120 miles approximately,	40
Bowie	19	<u>STATE HIGHWAY 8</u> from the South City Limit of New Boston at Station 612 + 04, Control 60-2, C 60-2-16, southerly to Station 781 + 00, Control 61-2, C 61-2-15, a distance of 3.203 miles approximately; and from the North City Limit of New Boston at Station 579 + 30, Control 60-2, C 60-2-16, northerly to Station 560 + 00, Control 60-2, C 60-2-16, a distance of 0.365 mile approximately,	40
Harrison	19	<u>INTERSTATE HIGHWAY 20 SOUTH FRONTAGE ROAD</u> from Station 2351 + 06, Control 495-10, C 495-10-11, easterly to Station 2463 + 56, Control 495-10, C 495-10-11, a distance of 2.147 miles approximately,	40
Harrison	19	<u>INTERSTATE HIGHWAY 20 NORTH FRONTAGE ROAD</u> from Station 2452 + 09.74, Control 495-10, C 495-10-11, easterly to Station 2457 + 00, Control 495-10, C 495-10-11, a distance of 0.093 mile approximately,	40

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COUNTY	DIST.	DESCRIPTION	ZONE SPEED
Harrison	19	<u>U. S. HIGHWAY 80</u> from Station 138 + 52.08, Control 2642-2, S 2657(3), easterly to Station 158 + 49.16, Control 2642-2, S 2657(3), a distance of 0.378 mile approximately,	40
Harrison	19	<u>U. S. HIGHWAY 80</u> from Station 463 + 00, Control 96-8, C 96-8-25, easterly to Station 627 + 00, Control 96-8, C 96-8-25, a distance of 3.104 miles approximately,	40
Harrison	19	<u>SPUR 156</u> from Station 1 + 00, Control 2838-2, C 495-10-11, northerly to Station 10 + 00, Control 2838-2, C 495-10-11, a distance of 0.170 mile approximately,	40
Harrison	19	<u>FARM TO MARKET ROAD 9</u> from Station 0 + 00, Control 632-4, C 495-10-11, northerly to Station 7 + 64, Control 632-4, C 495-10-11, a distance of 0.145 mile approximately,	40
Jefferson	20	<u>U. S. HIGHWAY 90</u> from Station 210 + 00, Control 28-6, C 28-6-35, westerly to Station 509 + 00, Control 28-6, C 28-6-35, a distance of 5.663 miles approximately,	45
Hidalgo	21	<u>U. S. HIGHWAY 83</u> from the City Limit of Weslaco at Station 2167 + 31.99, Control 39-18, U 308(31), easterly to the City Limit of Weslaco at Station 2192 + 00.99, U 308(31), a distance of 0.467 mile approximately; and from the East City Limit of Weslaco at Station 2198 + 08.66, Control 39-18, U 308(31), easterly to the West City Limit of Mercedes at Station 2314 + 73.71, Control 39-18, U 308(31), a distance of 2.209 miles approximately,	45
McCulloch	23	<u>U. S. HIGHWAY 190</u> from the McCulloch-San Saba County Line at Station 0 + 00, Control 272-1, C 272-1-18, westerly to its intersection with Farm to Market Road 2315 at Station 345 + 00, Control 272-1, C 272-1-18, a distance of 6.530 miles approximately,	45
Foard	25	<u>STATE HIGHWAY 283</u> from the South City Limit of Crowell at Station 37 + 90.3, Control 98-3, C 98-3-24, southerly to Station 624 + 12.7, Control 98-3, C 98-3-24, a distance of 11.102 miles approximately,	40
Hall	25	<u>STATE HIGHWAY 256</u> from the West City Limit of Memphis at Station 35 + 58, Control 541-2, C 541-2-15, westerly to the East City Limit of Lakeview at Station 477 + 64, Control 541-2, C 541-2-15, a distance of 8.372 miles approximately;	40

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COUNTY	DIST.	DESCRIPTION	ZONE SPEED
		and from the West City Limit of Lakeview at Station 498 + 41, Control 541-2, C 541-2-15, westerly to Station 1186 + 29.5, Control 311-2, C 311-2-6, a distance of 13.028 miles approximately,	
Knox	25	<u>STATE HIGHWAY 222</u> from the West City Limit of Munday at Station 591 + 07, Control 496-1, C 496-1-14, westerly to Station 40 + 25, Control 496-1, C 496-1-14, a distance of 10.432 miles approximately,	40

where construction projects are in progress; and

WHEREAS, it has been determined by these engineering and traffic investigations that the reasonable and safe prima facie maximum speeds on the sections of highways described herein are as tabulated under the heading, "Zone Speed."

NOW, THEREFORE, THE STATE HIGHWAY COMMISSION hereby declares and fixes the reasonable and safe prima facie maximum speed limits on the sections of highways described herein to be as tabulated under the heading, "Zone Speed," and it is ordered that the State Highway Engineer be authorized to proceed with the erection of appropriate signs showing the maximum speed limits as tabulated under the heading, "Zone Speed." Upon completion of each construction project all such signs applying to that project shall be removed. The completion and/or acceptance of each project shall cancel the provision of this Minute applying to said project.

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WHEREAS, in the following counties, engineering and traffic investigations have been made to determine the reasonable and safe prima facie maximum speeds on the sections of

COUNTY	DIST.	DESCRIPTION
Fannin & Grayson	1	<u>FARM TO MARKET ROAD 898</u> from the North City Limit of Ector at Milepost 8.626, Control 510-5, in Fannin County, northerly and easterly to its intersection with State Highway 78 at Milepost 0.000, Control 510-5, in Fannin County, a distance of 8.626 miles approximately; and from the South City Limit of Ector at Milepost 0.471, Control 510-4, in Fannin County, southerly and westerly through Ely (unincorporated) to the North City Limit of Whitewright at Milepost 1.719, Control 510-3, in Grayson County, a distance of 10.297 miles approximately; and from the South City Limit of Whitewright at Milepost 0.254, Control 510-3, in Grayson County, southerly to its intersection with U. S. Highway 69 at Milepost 0.000, Control 510-3, in Grayson County, a distance of 0.254 mile approximately,
Fannin & Lamar	1	<u>FARM TO MARKET ROAD 2216</u> from its intersection with Farm to Market Road 100 at Milepost 0.000, Control 2945-2, in Fannin County, easterly to its intersection with Farm to Market Road 2352 at Milepost 4.666, Control 2945-3, in Lamar County, a distance of 4.666 miles approximately,

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COUNTY	DIST.	DESCRIPTION
Fannin	1	<u>FARM TO MARKET ROAD 2815</u> from its intersection with Farm to Market Road 1281 at Milepost 0.000, Control 2874-1, northerly to its intersection with Farm to Market Road 1629 at Milepost 3.847, Control 2874-1, a distance of 3.847 miles approximately,
Grayson	1	<u>FARM TO MARKET ROAD 84</u> from the East City Limit of Denison at Milepost 0.011, Control 316-2, easterly to its intersection with State Highway 75A at Milepost 0.000, Control 316-2, a distance of 0.011 mile approximately; and from the Northwest City Limit of Denison at Milepost 1.657, Control 316-2, northwesterly to Milepost 9.142, Control 316-2, a distance of 5.784 miles approximately,
Grayson	1	<u>FARM TO MARKET ROAD 120</u> from the West City Limit of Pottsboro at Milepost 12.902, Control 202-8, northerly through Fink (unincorporated) to Milepost 0.000, Control 202-8, a distance of 7.105 miles approximately; and from the East City Limit of Pottsboro at Milepost 0.514, Control 728-1, easterly to the West City Limit of Denison at Milepost 5.220, Control 728-1, a distance of 4.706 miles approximately,
Grayson	1	<u>FARM TO MARKET ROAD 2729</u> from the South City Limit of Tom Bean at Milepost 5.659, Control 2798-3, southerly to its intersection with Farm to Market Road 121 at Milepost 0.000, Control 2798-3, a distance of 5.659 miles approximately; and from the North City Limit of Tom Bean at Milepost 6.623, Control 2798-2, northerly to its intersection with Farm to Market Road 697 at Milepost 9.362, Control 2798-2, a distance of 2.739 miles approximately,
Rains	1	<u>U. S. HIGHWAY 69</u> from the Northwest City Limit of Point at Station 910 + 70, Control 203-3, southeasterly within the corporate limits of Point to Station 897 + 50, Control 203-3, within the corporate limits of Point, a distance of 0.250 mile approximately; and from the Southeast City Limit of Point at Station 817 + 93, Control 203-3, northwesterly within the corporate limits of Point to Station 826 + 96, Control 203-3, within the corporate limits of Point, a distance of 0.171 mile approximately,
Rains	1	<u>FARM TO MARKET ROAD 47</u> from the South City Limit of Point at Milepost 0.590, Control 770-1, southerly through Flats (unincorporated) to the Rains-Van Zandt County Line at Milepost 9.270, Control 770-1, a distance of 8.680 miles approximately,
Rains	1	<u>FARM TO MARKET ROAD 514</u> from the Northeast City Limit of Point at Milepost 0.853, Control 770-2, northeasterly to its intersection with Farm to Market Road 275 at Milepost 6.358, Control 770-2, a distance of 5.505 miles approximately; and from its intersection with Farm to Market Road 275 at Milepost 2.471, Control 725-2, in Daugherty (unincorporated), easterly to its intersection with State Highway 19 at Milepost 4.670, Control 725-2, a distance of 2.199 miles approximately; and from

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COUNTY	DIST.	DESCRIPTION
		its intersection with State Highway 19 at Milepost 0.000, Control 725-3, easterly and southerly to the Rains-Wood County Line at Milepost 5.473, Control 725-3, a distance of 5.473 miles approximately,
Red River	1	<u>U. S. HIGHWAY 82</u> from the West City Limit of Detroit at Milepost 2.339, Control 45-12, westerly to Milepost 2.217, Control 45-12, a distance of 0.122 mile approximately,
Red River	1	<u>FARM TO MARKET ROAD 410</u> from its intersection with Farm to Market Road 195 at Milepost 0.000, Control 1705-1, northwesterly and southwesterly through Kiomatia (unincorporated) and Kanawha (unincorporated) to its intersection with Farm to Market Road 195 at Milepost 7.256, Control 772-1, in Woodland (unincorporated), a distance of 23.210 miles approximately; and from its intersection with Farm to Market Road 195 at Milepost 7.295, Control 772-1, in Woodland (unincorporated), southerly to the North City Limit of Detroit at Milepost 17.550, Control 772-1, a distance of 10.255 miles approximately; and from the South City Limit of Detroit at Milepost 0.728, Control 772-2, southerly to its intersection with U. S. Highway 271 at Milepost 11.780, Control 722-2, in Rugby (unincorporated), a distance of 11.052 miles approximately; and from its intersection with U. S. Highway 271 at Milepost 0.000, Control 2155-1, in Rugby (unincorporated), southerly to Milepost 3.235, Control 2155-1, a distance of 3.235 miles approximately,
Hale	5	<u>U. S. HIGHWAY 70</u> from Station 390 + 54, Control 145-4, easterly through Halfway (unincorporated) to Station 440 + 70, Control 145-4, a distance of 0.950 mile approximately,
Hale	5	<u>FARM TO MARKET ROAD 1070</u> from Station 405 + 43, Control 880-5, southerly through Halfway (unincorporated) to Station 36 + 96, Control 2445-1, a distance of 1.150 miles approximately,
Coryell	9	<u>U. S. HIGHWAY 84</u> from the East City Limit of Gatesville at Station 127 + 13, Control 55-5, easterly to Station 297 + 15, Control 55-5, a distance of 3.220 miles approximately,
Angelina	11	<u>FARM TO MARKET ROAD 1194</u> from its intersection with Farm to Market Road 1271 at Station 0 + 10, Control 2961-1, northerly to its intersection with State Highway 94 at Station 92 + 40.9, Control 2961-1, a distance of 1.748 miles approximately; and from its intersection with State Highway 94 at Station 0 + 12.4, Control 2960-1, northeasterly to its intersection with Loop 287 at Station 127 + 15.5, Control 2960-1, a distance of 2.418 miles approximately,
Sabine	11	<u>STATE HIGHWAY 21</u> from Station 482 + 29.8, Control 119-3, easterly through Milam (unincorporated) to Station 524 + 53.8, Control 119-4, a distance of 0.800 mile approximately,

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COUNTY	DIST.	DESCRIPTION
Sabine & San Augustine	11	<u>STATE HIGHWAY 21</u> from its intersection with Farm to Market Road 1 at Milepost 0.000, Control 119-1, in San Augustine County, easterly and southeasterly through Geneva (unincorporated) to Milepost 8.125, Control 119-2, in Sabine County, a distance of 9.495 miles approximately,
San Augustine	11	<u>FARM TO MARKET ROAD 2390</u> from its intersection with Farm to Market Road 83 at Station 0 + 10, Control 2994-1, southwesterly to Station 298 + 23, Control 2994-1, a distance of 5.646 miles approximately,
Galveston	12	<u>STATE HIGHWAY 6</u> from the West City Limit of Hitchcock at Milepost 9.995, Control 192-4, westerly to Milepost 9.100, Control 192-4, a distance of 0.895 mile approximately,
Matagorda	12	<u>FARM TO MARKET ROAD 2031</u> from its intersection with State Highway 60 at Milepost 0.000, Control 604-1, in Matagorda (unincorporated), southerly to Milepost 6.823, Control 604-1, a distance of 6.823 miles approximately,
Calhoun	13	<u>FARM TO MARKET ROAD 1090</u> from the Northwest City Limit of Port Lavaca at Milepost 0.985, Control 515-3, northwesterly to the Calhoun-Victoria County Line at Milepost 6.509, Control 515-3, a distance of 5.524 miles approximately,
Colorado & Wharton	13	<u>FARM TO MARKET ROAD 102</u> from its intersection with U. S. Highway 90 at Milepost 0.000, Control 27-2, in Colorado County, southeasterly through Alleyton (unincorporated) and Ramsey (unincorporated) to the North City Limit of Eagle Lake at Milepost 13.327, Control 27-3, in Colorado County, a distance of 13.327 miles approximately; and from the South City Limit of Eagle Lake at Milepost 14.871, Control 709-1, in Colorado County, southeasterly through Matthews (unincorporated), Bonus (unincorporated), Egypt (unincorporated), and Glen Flora (unincorporated) to the West City Limit of Wharton at Milepost 39.789, Control 709-2, in Wharton County, a distance of 24.918 miles approximately,
Blanco	14	<u>RANCH TO MARKET ROAD 473</u> from the Blanco-Kendall County Line at Station 340 + 91.0, Control 142-11, northeasterly to near its intersection with U. S. Highway 281 at Station 430 + 76, Control 142-11, a distance of 1.702 miles approximately,
Blanco	14	<u>RANCH TO MARKET ROAD 962</u> from near its intersection with U. S. Highway 281 at Station 553 + 00, Control 2204-2, in Round Mountain (unincorporated), northwesterly to the Blanco-Llano County Line at Station 135 + 52, Control 2204-2, a distance of 7.907 miles approximately,
Burnet	14	<u>RANCH TO MARKET ROAD 2147</u> from the South City Limit of Marble Falls at Station 223 + 20, Control 2687-2, westerly to the Burnet-Llano County Line at Station 220 + 00, Control 2687-2, a distance of 4.924 miles approximately; and from the East City Limit of Marble Falls at Station 241 + 89.5, Control 2687-2, easterly to Station 243 + 91, Control 2687-2, a distance of 0.038 mile approximately,

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COUNTY	DIST.	DESCRIPTION
Burnet	14	<u>RANCH TO MARKET ROAD 2342</u> from near its intersection with Ranch to Market Road 1431 at Station 0 + 30, Control 2207-1, northeasterly to near its intersection with Park Road 4 at Station 230 + 00, Control 2207-1, a distance of 4.350 miles approximately,
Llano	14	<u>RANCH TO MARKET ROAD 152</u> from the Llano-Mason County Line at Station 481 + 20, Control 396-9, easterly through Castell (unincorporated) to the West City Limit of Llano at Station 921 + 83, Control 396-9, a distance of 17.876 miles approximately,
Llano	14	<u>RANCH TO MARKET ROAD 962</u> from near its intersection with State Highway 71 at Station 0 + 90, Control 2204-1, southerly to the Blanco-Llano County Line at Station 135 + 52, Control 2204-1, a distance of 2.550 miles approximately,
Mason	14	<u>FARM TO MARKET ROAD 386</u> from the North City Limit of Mason at Station 55 + 15, Control 577-1, northerly to its intersection with State Highway 71 at Station 843 + 09.9, Control 577-1, in Fredonia (unincorporated), a distance of 14.923 miles approximately,
Mason	14	<u>RANCH TO MARKET ROAD 1222</u> from near its intersection with State Highway 29 at Station 0 + 37.8, Control 1102-4, northerly and easterly through Katemcy (unincorporated) and Fredonia (unincorporated) to near its intersection with Farm to Market Road 386 at Station 593 + 50, Control 1102-3, a distance of 21.569 miles approximately,
Williamson	14	<u>FARM TO MARKET ROAD 1660</u> from near its intersection with Farm to Market Road 973 at Station 72 + 78.9, Control 1200-1, in Rices Crossing (unincorporated), easterly to near its intersection with State Highway 95 at Station 244 + 98.4, Control 1200-1, a distance of 3.248 miles approximately,
Williamson	14	<u>RANCH TO MARKET ROAD 1869</u> from the Burnet-Williamson County Line at Station 238 + 15, Control 1755-1, easterly through Liberty Hill (unincorporated) to near its intersection with Loop 332 at Station 599 + 39.4, Control 1755-1, a distance of 6.840 miles approximately,
Robertson	17	<u>FARM TO MARKET ROAD 46</u> from Station 50 + 00, Control 540-2, southeasterly through Wheelock (unincorporated) to Station 82 + 40, Control 540-2, a distance of 0.614 mile approximately,
Harrison & Marion	19	<u>FARM TO MARKET ROAD 134</u> from the South City Limit of Jefferson at Station 38 + 20, Control 632-1, in Marion County, southerly and southeasterly to its intersection with Farm to Market Road 1915 in Karnack (unincorporated) at Station 440 + 01.2, Control 632-2, in Harrison County, a distance of 11.542 miles approximately; and from its intersection with Farm to Market Road 1915 in Karnack (unincorporated) at Station 327 + 62.35, Control 632-3, in Harrison County, southeasterly to its intersection with U. S. Highway 80 in Jonesville (unincorporated) at Station 1576 + 28.1, Control 632-3, in Harrison County, a distance of 16.523 miles approximately,

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COUNTY	DIST.	DESCRIPTION
Marion	19	<u>U. S. HIGHWAY 59</u> from the South City Limit of Jefferson at Station 184 + 20, Control 62-6, northerly within the corporate limits of Jefferson to Station 213 + 01, Control 62-6, a distance of 0.546 mile approximately,
Marion	19	<u>STATE HIGHWAY 49</u> from the North City Limit of Jefferson at Station 63 + 38, Control 223-1, northerly and easterly to its intersection with State Highway 43 in Smithland (unincorporated) at Station 662 + 75, Control 223-2, a distance of 11.361 miles approximately,
Morris	19	<u>U. S. HIGHWAY 259</u> from the North City Limit of Omaha at Station 34 + 32, Control 85-1, northerly to Station 47 + 52, Control 85-1, a distance of 0.250 mile approximately; and from the South City Limit of Omaha at Station 546 + 02.58, Control 83-1, southerly to Station 535 + 46.58, Control 83-1, a distance of 0.200 mile approximately,
Morris	19	<u>SPUR 284</u> from the East City Limit of Omaha at Station 500 + 81, Control 84-2, easterly to its intersection with U. S. Highway 259 at Station 527 + 67, Control 84-2, a distance of 0.509 mile approximately,
Morris	19	<u>FARM TO MARKET ROAD 144</u> from the South City Limit of Omaha at Station 480 + 24, Control 750-1, southerly, westerly, and easterly through Cason (unincorporated) to its intersection with U. S. Highway 259 at Station 452 + 00, Control 750-2, a distance of 21.176 miles approximately,
Jefferson	20	<u>INTERSTATE HIGHWAY 10 WEST LANES</u> from the South City Limit of Beaumont at Milepost 14.370, Control 739-2, northeasterly within the corporate limits of Beaumont to Milepost 17.997, Control 739-2, within the corporate limits of Beaumont, a distance of 3.627 miles approximately; and <u>EAST LANES</u> from the South City Limit of Beaumont at Milepost 14.370, Control 739-2, northeasterly within the corporate limits of Beaumont to Milepost 17.871, Control 739-2, within the corporate limits of Beaumont, a distance of 3.501 miles approximately,
Cameron	21	<u>FARM TO MARKET ROAD 2556</u> from its intersection with U. S. Highway 281 at Station 0 + 09.3, Control 2529-2, in Santa Maria (unincorporated), northerly to its intersection with Loop 374 at Station 272 + 70.3, Control 2529-2, a distance of 5.163 miles approximately,
Jim Hogg	21	<u>STATE HIGHWAY 16</u> from Station 2083 + 77, Control 517-10, southwesterly through Hebbronville (unincorporated) to its intersection with State Highway 359 at Station 2123 + 10, Control 517-10, a distance of 0.745 mile approximately,

as evidenced by the plans (strip maps) for these zones, in the files of the Texas Highway Department, which are hereby approved; and

WHEREAS, it has been determined by these engineering and traffic investigations that the reasonable and safe prima facie maximum speeds for the sections of highways described above are as shown on the aforementioned plans (strip maps);

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NOW, THEREFORE, THE STATE HIGHWAY COMMISSION hereby declares and fixes the reasonable and safe prima facie maximum speed limits to be as shown on the aforementioned plans (strip maps); and it is ordered that the State Highway Engineer be authorized to proceed with the erection of appropriate signs showing the maximum speed limits.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 898 from the North City Limit and South City Limit of Ector and the South City Limit of Whitewright in FANNIN and GRAYSON COUNTIES cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 54270, dated May 5, 1964, which pertains to the speed zoning of FARM TO MARKET ROAD 898 from the South City Limit of Whitewright at Station 13 + 40.2, Control 510-3, in Grayson County, southerly to its intersection with U. S. Highway 69 at Station 0 + 00, Control 510-3, in Grayson County, a distance of 0.250 mile approximately; and from the North City Limit of Whitewright at Station 90 + 76.5, Control 510-3, in Grayson County, northerly and easterly to Station 554 + 56, Control 510-4, in Fannin County, a distance of 0.490 mile approximately, in FANNIN and GRAYSON COUNTIES.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 84 from the East City Limit and Northwest City Limit of Denison in GRAYSON COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 55416, dated January 25, 1965, which pertains to the speed zoning of FARM TO MARKET ROAD 84 from its intersection with State Highway 75A at Milepost 0.000, Control 316-2, northwesterly within the Corporate Limits of Denison and outside the Corporate Limits of Denison to Milepost 9.142, Control 316-2, a distance of 7.441 miles approximately, in GRAYSON COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 120 from the East and West City Limit of Pottsboro in GRAYSON COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 43079, dated December 3, 1957, which pertains to the speed zoning of FARM TO MARKET ROAD 120 from the West City Limit of Pottsboro at Station 8 + 38, Control 202-8, westerly to Station 29 + 50, Control 202-8, a distance of 0.400 mile approximately; and from the East City Limit of Pottsboro at Station 16 + 60, Control 728-1, easterly to Station 27 + 16, Control 728-1, a distance of 0.200 mile approximately, in GRAYSON COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 996 from its intersection with Farm to Market Road 120 in GRAYSON COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 43076, dated December 3, 1957, which pertains to the speed zoning of FARM TO MARKET ROAD 131 from the South City Limit of Pottsboro at Station 527 + 18, Control 202-8, southerly to Station 495 + 50, Control 202-8, a distance of 0.600 mile approximately, in GRAYSON COUNTY.

The provision of this Minute pertaining to the speed zoning of U. S. HIGHWAY 69 from the Northwest City Limit and Southeast City Limit of Point in RAINS COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 54731, dated June 22, 1964, which pertains to the speed zoning of U. S. HIGHWAY 69 from Milepost 4.380, Control 203-3, southeasterly through Point (unincorporated) to Milepost 5.010, Control 203-3, a distance of 0.630 mile approximately, in RAINS COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 47 from the South City Limit of Point in RAINS COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 56966, dated January 19, 1966, which pertains to the speed zoning of FARM TO MARKET ROAD 514 from its intersection with U. S. Highway 69 at Milepost 0.000, Control 770-1, in Point (unincorporated) southerly through Flats (unincorporated) to the Rains-Van Zandt County Line at Milepost 9.270, Control 770-1, a distance of 9.270 miles approximately, in RAINS COUNTY.

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The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 514 from the Northeast City Limit of Point and from its intersection with Farm to Market Road 275 and State Highway 19 in RAINS COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 56966, dated January 19, 1966, which pertains to the speed zoning of FARM TO MARKET ROAD 514 from its intersection with U. S. Highway 69 at Milepost 0.000, Control 770-2, in Point (unincorporated) northeasterly to its intersection with Farm to Market Road 275 at Milepost 6.358, Control 770-2, a distance of 6.358 miles approximately; and from its intersection with Farm to Market Road 275 at Milepost 2.471, Control 725-2, in Daugherty (unincorporated), easterly to its intersection with State Highway 19 at Milepost 4.670, Control 725-2, a distance of 2.199 miles approximately; and from its intersection with State Highway 19 at Milepost 0.000, Control 725-3, easterly and southerly to the Rains-Wood County Line at Milepost 5.473, Control 725-3, a distance of 5.473 miles approximately, in RAINS COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 410 from its intersections with Farm to Market Road 195, from the South City Limit of Detroit, and from its intersection with U. S. Highway 271 in RED RIVER COUNTY cancels and supersedes the provisions of COMMISSION MINUTE ORDER NO. 56966, dated January 19, 1966, which pertains to the speed zoning of FARM TO MARKET ROAD 410 from its intersection with Farm to Market Road 195 at Milepost 0.000, Control 1705-1, northwesterly to Milepost 3.119, Control 1705-1, a distance of 3.119 miles approximately, in RED RIVER COUNTY, and FARM TO MARKET ROAD 410 from Milepost 0.000, Control 772-1, in Kiomatia (unincorporated) southwesterly through Kanawha (unincorporated) to its intersection with Farm to Market Road 195 at Milepost 7.246, Control 772-1, in Woodland (unincorporated), a distance of 7.246 miles approximately; and EAST LANE from its intersection with Farm to Market Road 195 at Milepost 7.295, Control 772-1, in Woodland (unincorporated) southerly to the North City Limit of Detroit at Milepost 17.440, Control 772-1, a distance of 10.145 miles approximately; and WEST LANE from its intersection with Farm to Market Road 195 at Milepost 7.295, Control 772-1, in Woodland (unincorporated), southerly to the North City Limit of Detroit at Milepost 17.550, Control 772-1, a distance of 10.255 miles approximately; and from the South City Limit of Detroit at Milepost 0.640, Control 772-2, southerly to its intersection with U. S. Highway 271 at Milepost 11.780, Control 772-1, in Rugby (unincorporated), a distance of 11.140 miles approximately; and from its intersection with U. S. Highway 271 at Milepost 0.000, Control 2155-1, in Rugby (unincorporated), southerly to Milepost 3.235, Control 2155-1, a distance of 3.235 miles approximately, in RED RIVER COUNTY.

The provision of this Minute pertaining to the speed zoning of U. S. HIGHWAY 84 from the East City Limit of Gatesville in CORYELL COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 40576, dated September 19, 1956, which pertains to the speed zoning of U. S. HIGHWAY 84 from the East City Limit of Gatesville at Station 18 + 46, Control 55-5, easterly to Station 59 + 12, Control 55-5, a distance of 0.77 mile approximately, in CORYELL COUNTY.

The provision of this Minute pertaining to the speed zoning of STATE HIGHWAY 21 through Milam (unincorporated) in SABINE COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 53358, dated August 12, 1963, which pertains to the speed zoning of STATE HIGHWAY 21 from Station 491 + 41, Control 119-3, easterly through Milam (unincorporated) to Station 242 + 71, Control 119-4, a distance of 0.421 mile approximately, in SABINE COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 2031 from its intersection with State Highway 60 in MATAGORDA COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 38713, dated September 19, 1955, which pertains to the speed zoning of FARM TO MARKET ROAD 2031 from Milepost 0.00 southerly through Matagorda (unincorporated) to Milepost 0.80, a distance of 0.80 mile approximately, in MATAGORDA COUNTY.

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The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 1090 from the Northwest City Limit of Port Lavaca in CALHOUN COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 52318, dated February 20, 1963, which pertains to the speed zoning of FARM TO MARKET ROAD 1090 from the Northwest City Limit of Port Lavaca at Milepost 0.985, Control 515-3, northwesterly to Milepost 2.056, Control 515-3, a distance of 1.071 miles approximately, in CALHOUN COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 102 from its intersection with U. S. Highway 90 and from the South City Limit of Eagle Lake in COLORADO and WHARTON COUNTIES cancels and supersedes the provisions of COMMISSION MINUTE ORDER NO. 54027, dated February 25, 1964, which pertains to the speed zoning of FARM TO MARKET ROAD 102 from the South City Limit of Eagle Lake at Station 32 + 96, Control 709-1, southerly to Station 103 + 76, Control 709-1, a distance of 1.341 miles approximately, in COLORADO COUNTY; and FARM TO MARKET ROAD 102 from the Northwest City Limit of Wharton at Station 993 + 68, Control 709-2, northwesterly to Station 1015 + 58, Control 709-2, a distance of 0.415 mile approximately, in WHARTON COUNTY; and the provision of COMMISSION MINUTE ORDER NO. 54131, dated March 31, 1964, which pertains to the speed zoning of FARM TO MARKET ROAD 102 from Station 660 + 24, Control 709-2, southeasterly through Glen Flora (unincorporated) to Station 707 + 50, Control 709-2, a distance of 0.895 mile approximately, in WHARTON COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 2147 from the South City Limit and East City Limit of Marble Falls in BURNET COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 53361, dated August 12, 1963, which pertains to the speed zoning of FARM TO MARKET ROAD 2147 from Station 210 + 00, Control 2687-2, northeasterly to the South City Limit of Marble Falls, Station 223 + 20, Control 2687-2, a distance of 0.250 mile approximately, and from the East City Limit of Marble Falls, Station 241 + 89.5, Control 2687-2, easterly to Station 243 + 91, Control 2687-2, a distance of 0.038 mile approximately, in BURNET COUNTY.

The provision of this Minute pertaining to the speed zoning of RANCH TO MARKET ROAD 152 from the West City Limit of Llano in LLANO COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 53361, dated August 12, 1963, which pertains to the speed zoning of RANCH TO MARKET ROAD 152 from Station 870 + 00, Control 396-9, easterly to the West City Limit of Llano, Station 921 + 83, Control 396-9, a distance of 0.971 mile approximately, in LLANO COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 386 from the North City Limit of Mason in MASON COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 53361, dated August 12, 1963, which pertains to the speed zoning of RANCH TO MARKET ROAD 386 from the North City Limit of Mason Station 55 + 15, Control 577-1, northerly to Station 70 + 00, Control 577-1, a distance of 0.281 mile approximately, in MASON COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 134 from the South City Limit of Jefferson and from its intersection with Farm to Market Road 1915 in Karnack (unincorporated) in HARRISON and MARION COUNTIES cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 52578, dated April 17, 1963, which pertains to the speed zoning of FARM TO MARKET ROAD 134 from its intersection with Farm to Market Road 1915 at Station 327 + 62.35, Control 632-3, southeasterly through Karnack (unincorporated) to Station 263 + 66, Control 632-3, a distance of 1.211 miles approximately, in HARRISON COUNTY, and the provision of COMMISSION MINUTE ORDER NO. 53228, dated July 31, 1963, which pertains to the speed zoning of FARM TO MARKET ROAD 134 from the South City Limit of Jefferson at Station 151 + 70, Control 632-1, southeasterly to Station 71 + 94, Control 632-1, a distance of 0.910 mile approximately, in MARION COUNTY.

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58341 Continued --

The provision of this Minute pertaining to the speed zoning of STATE HIGHWAY 49 from the North City Limit of Jefferson in MARION COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 55416, dated January 25, 1965, which pertains to the speed zoning of STATE HIGHWAY 49 from the North City Limit of Jefferson at Station 63 + 38, Control 223-1, northerly and easterly to its intersection with State Highway 43 at Station 662 + 74, Control 223-3, a distance of 11.361 miles approximately, in MARION COUNTY.

WHEREAS, in various counties, the State Highway Commission has by Minute Orders set speed limits on various sections of highways of the State Highway System, and

WHEREAS, speed limits on these sections of highways are no longer necessary or have been incorporated by various cities which have the authority to set speed limits on these sections of highways,

NOW, THEREFORE, IT IS ORDERED BY THE STATE HIGHWAY COMMISSION that the following COMMISSION MINUTE ORDERS or parts of COMMISSION MINUTE ORDERS which establish speed limits on these sections of highways be canceled.

COUNTY	DIST.	DESCRIPTION
Hunt	1	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>STATE HIGHWAY 24</u> , Control 135-7, District 1, a distance of 3.86 miles, in <u>HUNT COUNTY</u> .
Rains	1	That part of COMMISSION MINUTE ORDER NO. 56740, dated November 5, 1965, which pertains to the speed zoning of <u>SPUR 161</u> from its intersection with Farm to Market Road 514 at Milepost 0.000, Control 203-7, southerly through Point (unincorporated) to its intersection with U. S. Highway 69 at Milepost 0.420, Control 203-7, a distance of 0.420 miles approximately, in <u>RAINS COUNTY</u> .
Sabine	11	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>STATE HIGHWAY 21</u> , Control 119-2, District 11, a distance of 4.24 miles, in <u>SABINE COUNTY</u> .
Sabine	11	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>STATE HIGHWAY 21</u> , Control 119-3, District 11, a distance of 6.22 miles, in <u>SABINE COUNTY</u> .
Sabine	11	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>STATE HIGHWAY 21</u> , Control 119-4, District 11, a distance of 3.04 miles, in <u>SABINE COUNTY</u> .
Sabine	11	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>STATE HIGHWAY 87</u> , Control 304-2, District 11, a distance of 14.00 miles, in <u>SABINE COUNTY</u> .
San Augustine	11	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>STATE HIGHWAY 21</u> , Control 119-1, District 11, a distance of 1.37 miles, in <u>SAN AUGUSTINE COUNTY</u> .

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58342

IT IS ORDERED BY THE COMMISSION that an appropriation in the amount of \$310,200.00 be and is hereby made to finance the following work described at the estimated costs shown:

COUNTY	HWY.NO.	LIMITS & LENGTH	TYPE OF WORK	AMOUNT
Potter	US 87 & US 287	At Pierce Street Overpass in Amarillo	Repair heating cables	\$ 5,940.00
Mitchell	I.H. 20	At Conaway Road and FM 670	Bridge deck repairs	1,500.00
Mitchell	I.H. 20	At Donaldson Road, Dorn Road, FM 1229, Colorado River, Rodgers Road and St. 208	Bridge deck re- pairs and seal coat	9,000.00
Mitchell	I.H. 20	At FM 1899, Laskey Town Road, Lucas Road, Loop 316 (west), FM 644, T & P Rail- road and Loop 316 (east)	Bridge deck re- pairs and seal coat	87,000.00
Harris	US 59	Fr. Montgomery County Line to beginning of divided sec- tion, 0.805 mi. south of Montgomery County Line - 0.805 mi.	Widen pavement	49,500.00
Harris	US 90A	At Intersection with Fondren Road	Improve median opening	7,000.00
Harris	I.H. 10	At San Jacinto River Bridge	Repair fender system	14,900.00
Williamson	US 79	Fr. St. 95 in Taylor to east end of Bull Branch Bridge - 0.48 mi.	Seal coat	2,100.00
Bexar	Loop 410	At Intersection Loop 410 and US 281 (San Pedro Avenue) in San Antonio	Remove approach slabs	7,600.00
Bexar	Loop 410	Fr. McCullough Avenue in San Antonio to US 90W - 14.43 mi.	Supplement funds previously appropri- ated for M-521-4-43 for seal coat	16,000.00
Wilson	US 181	Fr. 6.1 mi. southeast of Bexar County Line, south- east 0.5 mi.	Widen culvert	9,350.00
Karnes	Spur 258	Fr. US 181, southeast to southeast side of Butler Street in Kenedy - 0.50 mi.	Grading, base and surfacing	14,600.00
Karnes	St. 72	Fr. St. 239, west to St. Marys Street in Kenedy - 1.82 mi.	Grading, base and surfacing	25,000.00
Orange	I.H. 10	Fr. Neches River Bridge, east to FM 105 (sections) - 5.20 mi.	Level up	7,850.00
Orange	St. 87	Fr. Neches River Bridge, north 2.30 mi. - 2.30 mi.	Level up	3,300.00
Orange	St. 87	At Neches River Bridge	Install air line	35,000.00

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58342 Continued --

COUNTY	HWY. NO.	LIMITS & LENGTH	TYPE OF WORK	AMOUNT
Webb	St. 359	Fr. 10.0 mi. west of Tex-Mex Railroad Overpass at Aguilares to Tex-Mex Railroad Overpass at Aguilares - 10.0 mi.	Seal shoulders	\$ 10,300.00
Val Verde	Spur 297	In Del Rio	Recondition Southern Pacific Company Grade Crossing	4,260.00
TOTAL				\$ 310,200.00

58343 IT IS ORDERED BY THE COMMISSION that an appropriation in the amount of \$121,800.00 be and is hereby made to finance the following work described at the estimated costs shown:

COUNTY	HWY. NO.	LIMITS & LENGTH	TYPE OF WORK	AMOUNT
Hunt	FM 118	Fr. South Sulphur River to 1.5 miles west and south - 1.5 mi.	Recondition, widen and resurface	\$ 20,000.00
Matagorda	FM 521	Fr. east end of Colorado River Bridge to Junction west edge of St. 60 - 4.099 mi.	Recondition base and resurface	50,000.00
Guadalupe	FM 775	Fr. Junction IH 10 to New Berlin - 7.479 mi.	Widen and level up surface	26,000.00
Jefferson	FM 364	At intersection of Humble Road and FM 364	Drainage improvement	1,950.00
Orange	FM 1130	0.3 mi.e north of Little Cypress School	Drainage improvement	3,000.00
Hidalgo	FM 493	1.539 miles north of St. 107	Replace pipe culvert	9,700.00
Willacy	FM 1834	Near Raymondville	Reconstruction of Missouri Pacific Company Grade Crossing	850.00
Cameron	FM 106	Intersection FM 1595 west of Port Harlingen to intersection FM 1595 north of Port Harlingen - 3.904 mi.	Level up and seal coat	10,300.00
TOTAL				\$ 121,800.00

58344 In the following listed counties the State Highway Engineer is hereby authorized to proceed in the most feasible and economical manner with the work described at the estimated costs shown.

COUNTY	LOCATION	DESCRIPTION	EST. COST
Bexar	San Antonio	Construct Equipment Storage Shed on Maintenance portion of District Headquarters Site	\$ 12,000.00
Comal	New Braunfels	Construct Equipment Storage Shed on Maintenance Site	8,700.00
Kerr	Kerrville	Construct Equipment Storage Shed on Maintenance Site	18,500.00
TOTAL			\$ 39,200.00

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58345

In the following listed counties the State Highway Engineer is hereby authorized to proceed in the most feasible and economical manner with the work described at the estimated costs shown.

COUNTY	LOCATION	DESCRIPTION	EST. COST
Tarrant	Fort Worth	Construct District Construction Building on District Headquarters Site	\$ 182,720.00
Tarrant	Fort Worth	Construct Ground Improvements on District Headquarters Site	45,400.00
Tarrant	Fort Worth	Construct Storage Building on District Headquarters Site	35,000.00
Harris	Houston	Supplementing funds for Project MC-12-Q-14 to Construct Houston Urban-Materials and Tests Office Building on Urban Site	53,000.00
Potter	Amarillo	Supplementing funds for Project MC-4-J-9, Travel Information and Permit Station Building on Travel Information Site	18,000.00
Potter	Amarillo	Supplementing funds for Project M-4-K-9, Utilities and Ground Improvements on Travel Information Site	13,000.00
Bowie	Texarkana	Supplementing funds for Project MC-19-S-2, Travel Information and Permit Station Building on Travel Information Site	28,000.00
Bowie	Texarkana	Supplementing funds for Project M-19-T-2, Utilities and Ground Improvements on Travel Information Site	36,800.00
Harrison	Waskom	Install Sprinkler System on Travel Information Site	5,000.00
El Paso	Anthony	Construct Utility Building on Travel Information Site	2,000.00
TOTAL			\$ 418,920.00

58346

IT IS ORDERED BY THE COMMISSION that the State Highway Engineer be authorized to proceed with the purchase of needed replacement and additional capitalized equipment in the amount of \$645,620.00 as per list attached and appropriation of this amount to the following account is hereby made for this purpose. This is in accordance with the 1966-1967 Approved Budget for Departmental Operations, Item 4A.

Account No. 44-5-202 \$645,620.00

58347

IT IS ORDERED BY THE COMMISSION that an appropriation in the amount of \$5,061.36 be and is hereby made to reimburse the following Districts for sale of junk and unserviceable equipment:

<u>DISTRICT NO.</u>	<u>AMOUNT</u>
7	\$ 2,380.51
13	2,475.09
24	205.76
TOTAL	\$ 5,061.36

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58348

WHEREAS, the State Highway Commission, under provision of House Bill 993 enacted by the State Legislature in the 56th Regular Session, is authorized to fix the maximum gross weight of vehicles or combination thereof and load or maximum axle and wheel loads which may be transported or moved on, over or upon any State Highway or Farm to Market or Ranch to Market Road at a less weight than the legal loads when it is found that greater maximum weight would tend to rapidly deteriorate or destroy the roads, bridges or culverts; and

WHEREAS, an engineering and traffic investigation has been made of the Highway System to determine and fix the maximum loads to be transported or moved on, over or upon the roads and structures of said Highway System; and

WHEREAS, it has been determined from this investigation that the loads on certain structures and sections of roads of the Highway System should be restricted or previous restrictions should be revised or removed;

NOW, THEREFORE, IT IS ORDERED that the maximum limits of loads which may be transported or moved on, over or upon those roads and structures as described in the attached lists be fixed, revised and removed as set forth therein, superseding any portion of previous action in conflict herewith; and

IT IS FURTHER ORDERED that the State Highway Engineer shall proceed with the erection, revision and removal of signs as appropriate, thereby making the fixing, revision and removal of these load limitations effective and operative.

58349

WHEREAS, the State Highway Commission of the State of Texas has found in order to promote the Public Safety, to facilitate the Safety and movement of traffic, to preserve the financial investment of the public in its highways and to promote the National Defense, public necessity requires the laying out, opening, constructing, reconstructing, maintaining, and operating of Controlled Access Highways in the State of Texas as a part of the State Highway System at such locations as are necessary to complete the National System of Interstate and Defense Highways throughout the State of Texas; and,

WHEREAS, the State Highway Commission has found and determined that each of the following listed parcels of land, same being more particularly described in the exhibits attached hereto, and such additional lesser estates or property interests described thereon, are necessary and suitable for use for such purposes and it is necessary to acquire fee simple title to said land, as provided by law, as a part of the State Highway System to be so constructed, reconstructed, maintained, and operated thereon, and in the exercise of the police power of the State for the preservation of human life and safety, and under existing laws, the highway to be constructed on each such parcel of land is designated as a Controlled Access Highway; and,

WHEREAS, the State Highway Commission, through its duly authorized representatives, has negotiated with the owner or owners of each of such parcels of land and has been unable to agree with such owner or owners as to the fair cash market value thereof and damages, if any;

NOW, THEREFORE, it is hereby ordered that the State Highway Engineer be and he is hereby authorized and directed to transmit this request of the State Highway Commission to the Attorney General of the State of Texas to file or cause to be filed, against all owners and lienholders, proceedings in eminent domain to acquire in the name of and on behalf of the State of Texas, for said purposes, fee simple title to each such parcel of land as are more particularly described in each of the exhibits attached hereto and made a part hereof, and such additional lesser estates or property interests as are more fully described in each of said exhibits, save and excepting, oil, gas and sulphur, as provided by law, to wit:

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EXHIBIT:	COUNTY:	HIGHWAY:	ACCOUNT NO.:	PARCEL:
A	HARRIS	Interstate 10	9012-3-13	126
B	HARRIS	Interstate 610	9012-10-11	54
C	HARRIS	Interstate 610	9012-10-11	57
D	HARRIS	Interstate 610	9012-10-11	59
E	HARRIS	Interstate 610	9012-10-11	62
F	HARRIS	Interstate 610	9012-10-11	64
G	HARRIS	Interstate 610	9012-10-11	65
H	HARRIS	Interstate 610	9012-10-11	67
I	HARRIS	Interstate 610	9012-10-11	68
J	HARRIS	Interstate 610	9012-10-11	69-A
K	HARRIS	Interstate 610	9012-10-11	132
L	HARRIS	Interstate 610	9012-10-11	165
M	DALLAS	Interstate 45	9018-7-7	134
N	DALLAS	Interstate 635	9018-9-16	3
O	DALLAS	Interstate 345	9018-13-1	6

58350

WHEREAS, the State Highway Commission of the State of Texas has found in order to promote the Public Safety, to facilitate the Safety and movement of traffic, to preserve the financial investment of the public in its highways and to promote the National Defense, public necessity requires the laying out, opening, constructing, reconstructing, maintaining, and operating of Controlled Access Highways in the State of Texas as a part of the State Highway System at such locations as are necessary to complete the National System of Interstate and Defense Highways throughout the State of Texas; and,

WHEREAS, the State Highway Commission has found and determined that each of the following listed parcels of land, same being more particularly described in the exhibits attached hereto, and such additional lesser estates or property interests described thereon, are necessary and suitable for use for such purposes and it is necessary to acquire fee simple title to said land, as provided by law, as a part of the State Highway System to be so constructed, reconstructed, maintained, and operated thereon, and in the exercise of the police power of the State for the preservation of human life and safety, and under existing laws, the highway to be constructed on each such parcel of land is designated as a Controlled Access Highway, and roads are to be built as a part of said highway whereby the right of ingress and egress to or from the remaining private property abutting on said highway is not to be denied; and,

WHEREAS, the State Highway Commission, through its duly authorized representatives, has negotiated with the owner or owners of each of such parcels of land and has been unable to agree with such owner or owners as to the fair cash market value thereof and damages, if any;

NOW, THEREFORE, it is hereby ordered that the State Highway Engineer be and he is hereby authorized and directed to transmit this request of the State Highway Commission to the Attorney General of the State of Texas to file or cause to be filed, against all owners and lienholders, proceedings in eminent domain to acquire in the name of and on behalf of the State of Texas, for said purposes, fee simple title to each such parcel of land as are more particularly described in each of the exhibits attached hereto and made a part hereof, and such additional lesser estates or property interests as are more fully described in each of said exhibits, save and excepting, oil, gas and sulphur, as provided by law, to wit:

EXHIBIT:	COUNTY:	HIGHWAY:	ACCOUNT NO.:	PARCEL:
A	CROCKETT	Interstate 10	9007-3-4	4
B	McLENNAN	Interstate 35	9009-5-8	154
C	McLENNAN	Interstate 35	9009-5-8	164
D	McLENNAN	Interstate 35	9009-5-14	286
E	McLENNAN	Interstate 35	9009-5-15	4
F	BELL	Interstate 35	9009-5-23	7
G	HARRIS	Interstate 610	9012-10-11	48
H	HARRIS	Interstate 610	9012-10-11	84
I	EASTLAND	Interstate 20	9023-2-6	83 and 83-E

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58351

WHEREAS, the State Highway Commission of the State of Texas has found in order to promote the Public Safety, to facilitate the Safety and movement of traffic, to preserve the financial investment of the public in its highways and to promote the National Defense, public necessity requires the laying out, opening, constructing, reconstructing, maintaining, and operating of Controlled Access Highways in the State of Texas as a part of the State Highway System at such locations as are necessary to complete the National System of Interstate and Defense Highways throughout the State of Texas; and,

WHEREAS, the State Highway Commission has found and determined that each of the following listed parcels of land, same being more particularly described in the exhibits attached hereto, and such additional lesser estates or property interests described thereon, are necessary and suitable for use for such purposes and it is necessary to acquire fee simple title to said land, as provided by law, as a part of the State Highway System to be so constructed, reconstructed, maintained, and operated thereon, and in the exercise of the police power of the State for the preservation of human life and safety, and under existing laws, the highway to be constructed on each such parcel of land is designated as a Controlled Access Highway, and roads are to be built as a part of said highway whereby the right of ingress and egress to or from the remaining private property abutting on said highway is not to be denied, except as designated and specifically set forth on each of the exhibits attached hereto; and,

WHEREAS, the State Highway Commission, through its duly authorized representatives, has negotiated with the owner or owners of each of such parcels of land and has been unable to agree with such owner or owners as to the fair cash market value thereof and damages, if any;

NOW, THEREFORE, it is hereby ordered that the State Highway Engineer be and he is hereby authorized and directed to transmit this request of the State Highway Commission to the Attorney General of the State of Texas to file or cause to be filed, against all owners and lienholders, proceedings in eminent domain to acquire in the name of and on behalf of the State of Texas, for said purposes, fee simple title to each such parcel of land as are more particularly described in each of the exhibits attached hereto and made a part hereof, and such additional lesser estates or property interests as are more fully described in each of said exhibits, save and excepting, oil, gas and sulphur, as provided by law, to wit:

EXHIBIT:	COUNTY:	HIGHWAY:	ACCOUNT NO.:	PARCEL:
A	DALLAS	Interstate 635	9018-9-15	34
B	DALLAS	Interstate 635	9018-9-15	37
C	DALLAS	Interstate 635	9018-9-16	1 and 1-E

58352

WHEREAS, in DALLAS COUNTY, Texas, on INTERSTATE HIGHWAY 30, the County purchased in the name of the State at no cost to the State certain land for highway purposes, said land being conveyed to the State by instruments recorded in Volume 4411, Page 3 and Volume 4386, Page 522 of the Deed Records of Dallas County; and

WHEREAS, a portion of said land is no longer needed for highway purposes or for use of citizens as a road, said surplus land being more particularly described in Exhibit A, attached hereto and made a part hereof; and

WHEREAS, A. P. Roffino, Charles Roffino, I. S. Fonville and Roy R. Dixon, the property owners of the land abutting the surplus land, have requested that the State sell to them all its rights, title and interest in said surplus land; and

WHEREAS, Article 6673a, V. A. C. S., authorizes the sale to the abutting landowners of such surplus land originally acquired in the State's name by the County; and

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58352 Continued --

WHEREAS, the State Highway Commission finds \$172.00 to be a fair and reasonable value of the State's rights, title and interest in said surplus property and it is the opinion of the State Highway Commission that it is proper and correct that the State convey all its rights, title and interest in the surplus land to said A. P. Roffino, Charles Roffino, I. S. Fonville and Roy R. Dixon, the abutting landowners, for a cash consideration in the amount of the above determined value;

NOW, THEREFORE, in consideration of the foregoing premises and in accordance with the provisions and within the purview of the aforementioned Statute, it is hereby recommended by the State Highway Commission that the Governor of Texas execute a proper instrument conveying the State's rights, title and interest in the aforementioned surplus land to A. P. Roffino, Charles Roffino, I. S. Fonville and Roy R. Dixon for a cash consideration of \$172.00, said surplus land being more particularly described in Exhibit A, attached hereto and made a part hereof.

58353

WHEREAS, in DALLAS COUNTY, Texas, on STATE HIGHWAY 78, the State and County purchased in the State's name certain land required by the State Highway Department for highway right of way purposes, said land being conveyed to the State by instruments recorded in Volume 516, Pages 1488-1511; Volume 518, Pages 1937-1940; Volume 422, Pages 1513-1516; and Volume 5847, Page 464 of the Deed Records of Dallas County, Texas; and

WHEREAS, portions of the aforementioned land are no longer needed for highway purposes or for use of citizens as a road due to a change in the design of the highway prior to construction, said surplus land being more particularly described as eight tracts in Exhibit A, attached hereto and made a part hereof; and

WHEREAS, the City of Dallas has furnished to the State in the State's name, at no additional cost to the State, certain other land needed for right of way for the redesigned highway in exchange for the State's quitclaim of its interest in the aforementioned surplus land to the City of Dallas, Texas; and

WHEREAS, Article 6673a, V. A. C. S., authorizes the conveyance of such surplus property, or interest therein, in consideration for other property needed by the State for highway purposes; and

WHEREAS, it is the opinion of the State Highway Commission that it is proper and correct that the State quitclaim its interest in the surplus land to the City of Dallas, Texas, in consideration for the City's conveyance of the needed right of way to the State; and

NOW, THEREFORE, in consideration of the foregoing premises and in accordance with the purview of the aforementioned Statute, it is hereby recommended by the State Highway Commission, that the Governor of Texas execute a proper instrument quitclaiming the State's interest in the aforementioned surplus land to the City of Dallas, Texas, said surplus land being more particularly described in Exhibit A, attached hereto and made a part hereof.

58354

WHEREAS, in DALLAS COUNTY, Texas, on INTERSTATE HIGHWAY 30, the County purchased in the name of the State at no cost to the State certain land for highway purposes, said land being conveyed to the State by instruments recorded in Volume 4411, Page 3 and Volume 4386, Page 522 of the Deed Records of Dallas County; and

WHEREAS, a portion of said land is no longer needed for highway purposes or for use of citizens as a road, said surplus land being more particularly described in Exhibit A, attached hereto and made a part hereof; and

WHEREAS, Dallas County Junior College District, the property owner of the land abutting the surplus land, has requested that the State sell to them all its rights, title and interest in said surplus land; and

WHEREAS, Article 6673a, V. A. C. S., authorizes the sale on the abutting landowner of such surplus land originally acquired in the State's name by the County; and

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58354 Continued --

WHEREAS, the State Highway Commission finds \$172.00 to be a fair and reasonable value of the State's rights, title and interest in said surplus property and it is the opinion of the State Highway Commission that it is proper and correct that the State convey all its rights, title and interest in the surplus land to said Dallas County Junior College District, the abutting landowner, for a cash consideration in the amount of the above determined value;

NOW, THEREFORE, in consideration of the foregoing premises and in accordance with the provisions and within the purview of the aforementioned Statute, it is hereby recommended by the State Highway Commission that the Governor of Texas execute a proper instrument conveying the State's rights, title and interest in the aforementioned surplus land to Dallas County Junior College District for a cash consideration of \$172.00, said surplus land being more particularly described in Exhibit A, attached hereto and made a part hereof.

58355

WHEREAS, in EL PASO COUNTY, Texas, on FARM TO MARKET ROAD 258, the County claimed and used certain land subsequently used by the State Highway Department for highway right of way purposes at no cost to the State; and

WHEREAS, a portion of the aforementioned land is no longer needed for highway purposes or for use of citizens as a road due to the realignment of a section of said highway, said surplus land being more particularly described in Exhibit A, attached hereto and made a part hereof; and

WHEREAS, The State National Bank of El Paso, Trustee for the Lee Moor Children's Home Trust Estate, the owner of certain other land needed for right of way for the realignment of said highway, has conveyed to the State the needed right of way, the agreed consideration therefore being the quitclaiming by the State of its interest in the aforementioned surplus land to The State National Bank of El Paso, Trustee for the Lee Moor Children's Home Trust Estate, abutting landowner to said surplus land; and

WHEREAS, Article 6673a, V. A. C. S., authorizes the State's conveyance of such surplus property, or interest therein, as a whole or part consideration for other property needed by the State for highway purposes; and

WHEREAS, it is the opinion of the State Highway Commission that it is proper and correct that the State quitclaim its interest in the surplus land to The State National Bank of El Paso, Trustee for the Lee Moor Children's Home Trust Estate as full consideration for the needed right of way conveyed by The State National Bank of El Paso, Trustee for the Lee Moor Children's Home Trust Estate to the State;

NOW, THEREFORE, in consideration of the foregoing premises and in accordance with the provisions and within the purview of the aforementioned Statute, it is hereby recommended by the State Highway Commission that the Governor of Texas execute a proper instrument quitclaiming the State's interest in the aforementioned surplus land to The State National Bank of El Paso, Trustee for the Lee Moor Children's Home Trust Estate, said surplus land being more particularly described in Exhibit A, attached hereto and made a part hereof.

58356

WHEREAS, in GUADALUPE COUNTY, Texas, on INTERSTATE HIGHWAY 10, the State purchased an easement for highway purposes in certain land from Herbert Reiley and wife, Hedwig Reiley, by instrument recorded in Volume 358, Page 503, of the Deed Records of Guadalupe County, Texas; and

WHEREAS, the aforementioned instrument erroneously described land not needed or intended to be used for highway purposes, said land being more particularly described in Exhibit A, attached hereto and made a part hereof; and

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58356 Continued --

WHEREAS, Herbert Reiley and wife Hedwig Reiley, have executed a correct instrument to the State properly describing the land intended to be acquired in the original instrument in consideration of the State's quitclaiming to Herbert Reiley and wife, Hedwig Reiley, all of the State's right, title and interest erroneously acquired in the land described in Exhibit A; and

WHEREAS, Article 6673a, V. A. C. S., authorizes the Governor of Texas to execute a proper instrument for the purpose of rectifying errors contained in original instruments of conveyance to the State; and

WHEREAS, it is the opinion of the State Highway Commission that it is proper and correct that the State quitclaim its erroneously acquired rights and interest in the land described in Exhibit A, to Herbert Reiley and wife, Hedwig Reiley, in order to correct the error and in consideration of their conveyance of the needed easement to the State.

NOW, THEREFORE, in consideration of the foregoing premises and in accordance with the provisions and within the purview of the aforementioned Statute, it is hereby recommended by the State Highway Commission that the Governor of Texas execute a proper instrument quitclaiming the State's interest in said surplus land to Herbert Reiley and wife, Hedwig Reiley, said land being more particularly described in Exhibit A, attached hereto and made a part hereof.

58357

In BAILEY COUNTY, at MULESHOE, IT IS ORDERED BY THE COMMISSION that an appropriation in the amount of \$10,000.00 be and is hereby made to cover the purchase of the surface estate in 5.0 acres of land, more or less, and the waiver of rights of ingress and egress for the purpose of exploring, developing, mining, or drilling thereon, same being a part of that portion of Section 33, Block Y, State Capitol Land, Bailey County, Texas, for use as a maintenance site on U. S. Highway 84 at Muleshoe.

58358

In WHARTON COUNTY, at WHARTON, IT IS ORDERED BY THE COMMISSION that an appropriation in the amount of \$36,000.00 be and is hereby made to cover the purchase of the surface estate in 9.00 acres of land, more or less, including the improvements thereon, and waiver of rights of ingress and egress for the purpose of exploring, developing, mining, or drilling thereon, located in the Alexander Jackson Timber League, Abstract 34, in Wharton County, for use as a Maintenance and Resident Engineer's Site on Farm to Market Road 102.

58359

IT IS ORDERED BY THE COMMISSION that an appropriation of \$500,000.00 be made for the initial increment for the purchase of 2708 tons of steel for license plates for the 1968 registration year.

58360

In ARMSTRONG COUNTY, on bids received September 27, 1966, contract for construction of asphalt stabilized base and hot mix asphaltic concrete pavement from 6.0 miles west of Claude to Donley County Line, a distance of 22.476 miles on U. S. HIGHWAY 287, Control C 42-3,4&5-23,24&22, is awarded to Gilvin-Terrill, Inc., Amarillo, Texas, for \$798,951.87, which is the lowest and best bid.

58361

In BAYLOR COUNTY, on bids received September 28, 1966, contract for construction of hot mix cold laid asphaltic concrete pavement from 2.7 miles west of junction of U. S. Highway 277 to Knox County Line, a distance of 9.904 miles on U. S. HIGHWAY 82, Control C 133-4-17, is awarded to Fred Hall & Sons, Valley Mills, Texas, for \$320,821.55, which is the lowest and best bid.

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- 58362 In BEE COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, base and surfacing from U. S. Highway 181, 5.0 miles north of Beeville, west and north to Farm to Market Road 673, a distance of 6.144 miles on FARM TO MARKET ROAD 2824, Control A 2884-1-1, is awarded to Maupin Construction Company, San Antonio, Texas, for \$123,265.13, which is the lowest and best bid.
- 58363 In BELL COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, flexible base, concrete median and hot mix asphaltic concrete pavement from West City Limits of Harker Heights to 0.2 mile east of Amy Lane, a distance of 0.748 mile on U. S. HIGHWAY 190, Control C 231-3-35, is awarded to L. J. Eaton, Temple Texas, for \$81,654.60, which is the lowest and best bid.
- 58364 In BEXAR COUNTY, on bids received September 27, 1966, contract for illumination from Jackson-Keller Road to Blanco Road in Castle Hills, a distance of 1.324 miles on LOOP 410, Control 521-4-53, Federal Project U 1075(2), is awarded to Delta Electric Construction Company, Inc., San Antonio, Texas, for \$58,134.65, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 58365 In BOSQUE and HILL COUNTIES, on bids received September 28, 1966, contract for construction of grading, structures, base and surfacing from end of Farm to Market Road 2602 at 5.1 miles southwest of State Highway 6, southwest to Farm to Market Road 217, 1.0 mile north of Mosheim and from State Highway 22 at 4.0 miles south of Whitney, southeast thru Prairie Valley, a distance of 6.764 miles on FARM TO MARKET ROADS 2602 and 2960, Control 724-3-3 and 3031-1-1, Federal Project S 2861(1)A and S 2882(1)A, is awarded to J. P. Atkinson, Inc., Clifton, Texas, for \$185,447.03, which is the lowest and best bid.
- 58366 In BOWIE COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, flexible base and one course surface treatment from Simms to Bassett, a distance of 4.120 miles on U. S. HIGHWAY 67, Control 10-11-47, Federal Project F 313(7), is awarded to R. C. Buckner, Jacksonville, Texas, for \$492,934.25, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 58367 In BOWIE COUNTY, on bids received September 28, 1966, contract for construction of hot mix asphaltic concrete pavement from Interstate Highway 30 to 3.9 miles south, a distance of 3.862 miles on STATE HIGHWAY 8, Control C 60-2-16 and C 61-1&2-15, is awarded to McMillin-Burkett Construction Company, Texarkana, Texas, for \$120,626.50, which is the lowest and best bid.
- 58368 In CAMERON COUNTY, on bids received September 28, 1966, contract for signing from 0.8 mile south of Farm to Market Road 511 at Olmito to Loop 374 in Harlingen, a distance of 16.686 miles on U. S. HIGHWAYS 83 and 77, Control C 39-7-68 and C 39-8-40, is awarded to Interstate Sign Erectors, Inc., Little Rock, Ark., for \$93,399.13, which is the lowest and best bid.
- 58369 In CAMP COUNTY, on bids received September 27, 1966, contract for construction of rock asphalt pavement from 0.2 mile south of Loop 238 to north intersection of Loop 238, a distance of 2.144 miles on U. S. HIGHWAY 271, Control C 248-2-18, is awarded to Longview Construction & Development, Inc., Longview, Texas, for \$49,975.09, which is the lowest and best bid.

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- 58370 In CHEROKEE COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, flexible base and one course surface treatment from Neches River to Maydelle, a distance of 5.741 miles on U. S. HIGHWAY 84, Control 123-2-25, Federal Project S 810 (6), is awarded to M. G. Moore and C. B. Porter, Jacksonville, Texas, for \$435,121.25, which is the lowest and best bid.
- 58371 In CROSBY COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, lime treated flexible base, two course surface treatment and hot mix asphaltic concrete pavement from 4.0 miles west of Crosbyton to Dickens County Line, a distance of 12.441 miles on U. S. HIGHWAY 82, Control 131-4-15, 131-5-16 and 131-5-18, Federal Project F 443(32) and LSF 443(3), is awarded to Boswell and Crafton, Inc. and J. O. Boswell, Lubbock, Texas, for \$1,237,689.10, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 58372 In DALLAS COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, storm sewers and concrete pavement from Camp Wisdom Road to Interstate Highway 35E, a distance of 4.195 miles on U. S. HIGHWAY 67, Control 261-3-19, Federal Project F 592 (21), is awarded to Cecil Ruby Co., Inc., Austin, Texas, for \$4,270,496.44, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 58373 In DALLAS COUNTY, on bids received September 28, 1966, contract for construction of grading, storm sewers, structures and concrete pavement from State Highway 183 to south of C.R.I.&P. Railroad in City of Irving, a distance of 2.498 miles on STATE HIGHWAY 356, Control 92-7-33&34, Federal Project SU 1519(3) and SU-SUG 1519(4), is awarded to Austin Road Company, Worth Construction Company and Charles Cohen, Inc., Fort Worth, Texas, for \$1,018,868.72, which is the lowest and best bid.
- 58374 In DE WITT COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, base and surfacing from State Highway 72, 1.0 mile west of Yorktown, northwest, a distance of 3.200 miles on FARM TO MARKET ROAD 2980, Control 3012-1-1, Federal Project S 2922 (1) A, is awarded to Schwabe & Mikes Paving Company, Shiner, Texas, for \$86,671.35, which is the lowest and best bid.
- 58375 In ECTOR COUNTY, on bids received September 28, 1966, contract for construction of grading, structures, flexible base and hot mix asphaltic concrete pavement from Alamo Place west of Odessa to Farm to Market Road 866, a distance of 10.459 miles on STATE HIGHWAY 302, Control 572-1-21, Federal Project S 202 (3), is awarded to Jones Bros. Dirt & Paving Contractors, Inc., Odessa, Texas, for \$986,546.51, which is the lowest and best bid.
- 58376 In FANNIN COUNTY, on bids received September 28, 1966, contract for construction of grading, structures, flexible base and two course surface treatment from 1.5 miles northeast of Farm to Market Road 1281 to 0.45 mile south of U. S. Highway 82, a distance of 4.961 miles on STATE HIGHWAY 121, Control 549-1-8, Federal Project F 1119(5), is awarded to R. W. McKinney, Nacogdoches, Texas, for \$547,582.73, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 58377 In FOARD, HALL and KNOX COUNTIES, on bids received September 28, 1966, contract for construction of hot mix asphaltic concrete pavement from Crowell to Knox County Line; from 10th Street in Memphis to Mulberry Creek and from Knox City to Munday, a distance of 44.441 miles on STATE HIGHWAYS 283, 256, and 222, Control C 98-3-24, C 311-2-16, C 541-2-15, C 496-1-14 and C 496-2-10, is awarded to Gilvin-Terrill, Inc., Amarillo, Texas, for \$438,117.09, which is the lowest and best bid.

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58378

In FREESTONE, LEON and MADISON COUNTIES, on bids received September 27, 1966, contract for construction of hot mix asphaltic concrete pavement in the counties and between the limits listed below:

COUNTY	PROJECT	HIGHWAY LENGTH		LIMITS
Freestone	C 166-2-29	US 75	14.920	From US 84 in Fairfield to Navarro County Line
Freestone	C 166-3-20	US 75	17.500	From Leon County Line to US 84 in Fairfield
Leon	C 166-4-22	US 75	17.368	From SH 7 in Centerville to Freestone County Line
Leon	C 166-6-15	US 75	12.120	From Madison County Line to SH 7 in Centerville
Madison	C 166-7-32	US 75	5.248	From 4.0 miles north of Madisonville to Leon County Line

a total length of 67.156 miles, is awarded to Young Brothers, Inc. Contractors, Waco, Texas, for \$369,456.25, which is the lowest and best bid.

58379

In FREESTONE COUNTY, on bids received September 28, 1966, contract for construction of grading, structures, flexible base, asphalt stabilized base, curb and gutter and hot mix asphaltic concrete pavement from Navarro County Line to Limestone County Line, a distance of 4.252 miles on STATE HIGHWAY 14, Control C 93-3-11, is awarded to Young Brothers, Inc. Contractors, Waco, Texas, for \$125,134.30, which is the lowest and best bid.

58380

In GREGG, SMITH and RUSK COUNTIES, on bids received September 28, 1966, contract for construction of hot mix asphaltic concrete pavement from Spur 63 in Longview to Harrison County Line, from near Farm to Market Road 16 to Gregg County Line, from near State Highway 322 to Panola County Line, from U. S. Highway 80 in White Oak to Interstate Highway 20 and from 1.5 miles northeast of Monroe to 6.0 miles north of U. S. Highway 259, a distance of 33.770 miles on U. S. HIGHWAYS 80, 271, STATE HIGHWAYS 149, 42 and 322, Control C 96-6-16, C 165-2-27, C 393-1-30, C 393-2-13, C 545-4-15 and C 594-2-7, is awarded to Reynolds & Huff Construction Company, Tyler, Texas, for \$434,103.88, which is the lowest and best bid.

58381

In HARRIS COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, base and surfacing from 0.070 mile west of Hillcroft Avenue to 0.184 mile west of Fondren Road in Houston, a distance of 1.331 miles on FARM TO MARKET ROAD 1093, Control C 1258-4-13, is awarded to Brown & Root, Inc., Houston, Texas, for \$1,225,454.58, which is the lowest and best bid.

58382

In HARRISON COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, base, surfacing and two grade separations from 1.1 mile north of U. S. Highway 80 to Interstate Highway 20, a distance of 4.046 miles on LOOP 281, Control 2642-2-3&4, Federal Project S 2657(3) and SG 2657(4), is awarded to Central Construction Company and Spencer Construction Company, Inc., Center, Texas, for \$1,139,332.19, which is the lowest and best bid.

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- 58383 In HARRISON COUNTY, on bids received September 28, 1966, contract for construction of grading, base and surfacing from 0.2 mile west of Farm to Market Road 968 to 0.3 mile west of Marshall and from 0.06 mile east of Farm to Market Road 134 to 0.2 mile east of Spur 156, a distance of 5.251 miles on U. S. HIGHWAY 80 and INTERSTATE 20, Control C 96-8-25 and C 495-10-11, is awarded to Longview Construction & Development, Inc., Longview, Texas, for \$231,924.46, which is the lowest and best bid.
- 58384 In HIDALGO COUNTY, on bids received September 28, 1966, contract for construction of grading, structures, flexible base and hot mix asphaltic concrete pavement from 0.5 mile west of Farm to Market Road 88 in Weslaco, east to 0.4 mile east of Spur 31 in Mercedes, a distance of 4.261 miles on U. S. HIGHWAY 83, Control 39-18-26&27, Federal Project U 308(31) and U-UG 308(32), is awarded to Dodds & Wedegartner, Inc., San Benito, Texas, for \$2,252,616.05, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 58385 In HILL COUNTY, all bids received September 27, 1966, for construction of comfort stations, water systems, arbors and illumination approximately 1.0 mile east of Itasca, a distance of 0.000 mile on INTERSTATE HIGHWAY 35W, Control 14-23-5, Federal Project LSI 35W-4(1)381, are hereby rejected, subject to the concurrence of the Bureau of Public Roads.
- 58386 In JEFFERSON COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, storm sewer, flexible base, concrete pavement and rock asphalt pavement from Spur 380, south to State Highway 347 Interchange, a distance of 1.324 miles on U. S. HIGHWAY 69 and SPUR 380, Control 65-8-84, 200-14-22, and RW 65-8-55, Federal Project U 1043 (18), is awarded to Trotti and Thomson, Inc., Beaumont, Texas, for \$3,084,685.02, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 58387 In JEFFERSON COUNTY, on bids received September 28, 1966, contract for construction of grading, structures, cement treated flexible base and concrete pavement from 3.5 miles west of Wescalder Road to 6.0 miles west, a distance of 5.662 miles on U. S. HIGHWAY 90, Control 28-6-35, Federal Project F 312(8), is awarded to Austin Road Company, Worth Construction Company and Charles Cohen, Inc., Dallas, Texas, for \$1,367,277.50, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 58388 In JONES COUNTY, on bids received September 28, 1966, contract for construction of grading, structures, flexible base and two course surface treatment from Stamford to U. S. Highway 83, a distance of 10.582 miles on U. S. HIGHWAY 277, Control C 157-5-27, is awarded to Austin Contracting Company and South Builders, Incorporated, Dallas, Texas, for \$670,449.79, which is the lowest and best bid.
- 58389 In LUBBOCK and CROSBY COUNTIES, on bids received September 27, 1966, contract for construction of base, surfacing and hot mix asphaltic concrete pavement from Idalou east to 2.5 miles west of Ralls, a distance of 13.599 miles on U. S. HIGHWAYS 62 and 82, Control C 131-2-22 and C 131-3-17, is awarded to Austin Asphalt Company, Dallas, Texas, for \$814,905.75, which is the lowest and best bid.
- 58390 In McCULLOCH COUNTY, on bids received September 28, 1966, contract for construction of flexible base, two course surface treatment on shoulders and hot mix cold laid asphaltic concrete pavement from San Saba County Line west to Farm to Market Road 2315, a distance of 6.530 miles on U. S. HIGHWAY 190, Control C 272-1-18, is awarded to Ernest Loyd, Fort Worth, Texas, for \$124,759.35, which is the lowest and best bid.

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58391 In McLENNAN COUNTY, on bids received September 27, 1966, contract for signing and guard fence from U. S. Highway 84 northwest to Spur 412, a distance of 7.866 miles on STATE HIGHWAY 6, Control C 258-9-42, is awarded to Big State Construction Company of Arlington, Inc., Arlington, Texas, for \$71,223.08, which is the lowest and best bid.

58392 In McMULLEN COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, base and surfacing from State Highway 16, 1.3 miles north of Cross to McMullen-Atascosa County Line, a distance of 6.907 miles on RANCH TO MARKET ROAD 2925, Control 1739-4-1, Federal Project S 2807 (1)A, is awarded to Maupin Construction Company, San Antonio, Texas, for \$140,082.03, which is the lowest and best bid.

58393 In MEDINA and ATASCOSA COUNTIES, on bids received September 28, 1966, contract for construction of grading, structures, base and surfacing from Farm to Market Road 471 in Lacoste south to U. S. Highway 81 in Lytle, a distance of 5.747 miles on FARM TO MARKET ROAD 1518, Control A 2883-1&2-1, is awarded to J. M. Dellinger, Inc., Corpus Christi, Texas, for \$164,705.26, which is the lowest and best bid.

58394 In MONTAGUE COUNTY, on bids received September 28, 1966, contract for construction of asphalt stabilized base widening, flexible base shoulders with two course surface treatment and hot mix asphaltic concrete pavement from Red River to 0.5 mile north of Stoneburg, a distance of 14.195 miles on U. S. HIGHWAY 81, Control C 13-2&3-9&17, is awarded to R. W. McKinney, Nacogdoches, Texas, for \$662,774.97, which is the lowest and best bid.

58395 In NACOGDOCHES, ANGELINA and POLK COUNTIES, on bids received September 27, 1966, contract for construction of seal coat on shoulders and hot mix asphaltic concrete pavement in the counties and between the limits listed below:

COUNTY	PROJECT	HIGHWAY LENGTH		LIMITS
Nacogdoches	C 176-1-40	US 59	5.419	From Angelina River Bridge to 5.4 miles north
Angelina	C 176-2-45	US 59	7.318	From Jack Street in Lufkin to Angelina River Bridge
Angelina	C 176-3-46	US 59	12.999	From 0.7 mile south of 1st Street in Lufkin to 0.6 mile north of Neches River
Angelina	C 336-5-22	SH 103	2.320	From 0.4 mile south of US 59 in Lufkin to Herty
Polk	C 341-3-15	US 287	11.914	From US 59 in Corrigan to Tyler County Line

a total length of 39.970 miles, is awarded to Moore Brothers Construction Company, Lufkin, Texas, for \$669,393.66, which is the lowest and best bid.

58396 In NACOGDOCHES COUNTY, on bids received September 28, 1966, contract for construction of seal coat and hot mix asphaltic concrete pavement from Old City Limits of Nacogdoches to U. S. Highway 259 and from State Highway 21 west of Nacogdoches to State Highway 7, east of Nacogdoches, a distance of 10.061 miles on U. S. HIGHWAY 59 and LOOP 224, Control C 175-7-26, C 175-8-21 and C 2560-1-6, is awarded to Delaware Roads Company, Cambridge, Mass., for \$198,493.50, which is the lowest and best bid.

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- 58397 In NEWTON COUNTY, on bids received September 28, 1966, contract for construction of grading, structures, base and surfacing from State Highway 63, 3.4 miles northeast of Burkeville, southeast, a distance of 4.240 miles on FARM TO MARKET ROAD 2991, Control 3042-1-1, Federal Project S 2926 (1)A, is awarded to W. R. Boyd, Inc., Center, Texas, for \$180,286.73, which is the lowest and best bid.
- 58398 In NUECES COUNTY, on bids received September 28, 1966, contract for construction of grading, structures, base and surfacing from State Highway 286 east and northeast to State Highway 357 and from Farm to Market Road 665 to State Highway 286, a distance of 8.992 miles on FARM TO MARKET ROAD 43, Control 1557-1-5&6, Federal Project S 1718 (2)A, is awarded to Heldenfels Brothers, Corpus Christi, Texas, for \$429,049.57, which is the lowest and best bid.
- 58399 In PANOLA COUNTY, on bids received September 27, 1966, contract for construction of hot mix asphaltic concrete pavement from North Adams Street in Carthage to Rusk County Line, a distance of 13.675 miles on U. S. HIGHWAY 79, Control C 246-2-21, is awarded to Public Construction Company, Denton, Texas, for \$523,022.88, which is the lowest and best bid.
- 58400 In POLK and SAN JACINTO COUNTIES, on bids received September 27, 1966, contract for construction of seal coat on shoulders and hot mix asphaltic concrete pavement from U. S. Highway 190 in Livingston to 0.7 mile north, from U. S. Highway 190 in Livingston to 0.5 mile south, from 2.2 miles southwest of Shepherd to Liberty County Line, from Long King Creek Bridge to U. S. Highway 59, and from U. S. Highway 59 in Livingston to 1.2 miles east, a distance of 9.643 miles on U. S. HIGHWAYS 59 and 190, Control C 176-5-45, C 177-1&2-34&21 and C 213-3&4-25&14, is awarded to Austin-Worth Construction Company, Fort Worth, Texas, for \$141,867.17, which is the lowest and best bid.
- 58401 In RUSK, SMITH and GREGG COUNTIES, on bids received September 27, 1966, contract for construction of hot mix asphaltic concrete pavement from near U. S. Highway 79 in Henderson to Nacogdoches County Line and from Loop 323 in Tyler to near Farm to Market Road 1639, a distance of 41.845 miles on U. S. HIGHWAY 259 and STATE HIGHWAY 31, Control C 138-4&5-21&22 and C 424-1&2-24&17, is awarded to Reynolds & Huff Construction Company and Delaware Roads Company, Tyler, Texas, for \$485,611.38, which is the lowest and best bid.
- 58402 In SCURRY COUNTY, on bids received September 27, 1966, contract for construction of grading, flexible base and hot mix asphaltic concrete pavement from 6.0 miles northwest of Snyder to Garza County Line, from Ave. Z to East City Limits in Snyder, and from South City Limits to U. S. Highway 180 in Snyder, a distance of 19.844 miles on U. S. HIGHWAY 84, LOOP 401, STATE HIGHWAY 350 and U. S. HIGHWAY 180, Control C 53-7-21, C 53-8-32, C 53-17-2, C 295-4-15, C 296-1-13 and C 693-3-10, is awarded to J. H. Strain & Sons, Inc., Tye, Texas, for \$492,886.62, which is the lowest and best bid.
- 58403 In SMITH COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, flexible base, one course surface treatment and hot mix asphaltic concrete pavement in Tyler from near U. S. Highway 69 (north), west and south to near U. S. Highway 64, a distance of 2.307 miles on LOOP 323, Control C 2075-1-9, is awarded to W. J. Seldon, San Antonio, Texas, for \$467,531.87, which is the lowest and best bid.

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- 58404 In TARRANT COUNTY, on bids received September 27, 1966, contract for construction of pedestrian overpass from Butler Place Housing Project to Harmon Field Recreation Center in Fort Worth, a distance of 0.000 mile on U. S. HIGHWAY 287, Control C 172-6-24, is awarded to Zack Burkett Co., Graham, Texas, for \$68,433.24, which is the lowest and best bid.
- 58405 In TARRANT COUNTY, on bids received September 28, 1966, contract for construction of grading, structures, base and concrete pavement from MP Railroad to Wichita Street in Fort Worth, a distance of 1.523 miles on INTERSTATE HIGHWAY 820, Control C 8-13-30, is awarded to Concho Construction Company, Inc. and Spencer Construction Company, Inc., Dallas, Texas, for \$486,290.45, which is the lowest and best bid.
- 58406 In TAYLOR COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, flexible base, two course surface treatment and hot mix cold laid asphaltic concrete pavement from 1.0 mile south of Jones County Line to U. S. Highway 83 in Abilene, and from Abilene to 10.0 miles south, a distance of 18.686 miles on LOOP 243 and U. S. HIGHWAY 83, Control C 33-8-7 and C 34-1-36, is awarded to Allan Construction Co., Inc., San Antonio, Texas, for \$709,485.01, which is the lowest and best bid.
- 58407 In TERRY COUNTY, on bids received September 28, 1966, contract for construction of seal coat and hot mix asphaltic concrete pavement from Hockley County Line to Brownfield, a distance of 14.697 miles on U. S. HIGHWAYS 82 and 62, Control C 227-7-21 and C 380-3-12, is awarded to J. H. Strain & Sons, Inc., Tye, Texas, for \$790,516.26, which is the lowest and best bid.
- 58408 In TRAVIS COUNTY, on bids received September 27, 1966, contract for signing from U. S. Highway 290 to Montopolis, a distance of 0.000 mile on U. S. HIGHWAY 183, Control C 151-9-7, is awarded to Jack A. Miller, Austin, Texas, for \$60,176.61, which is the lowest and best bid.
- 58409 In TRAVIS COUNTY, on bids received September 28, 1966, contract for safety lighting at intersection with Loop 275 south of Austin, a distance of 0.756 mile on INTERSTATE HIGHWAY 35, Control 15-13-61 and 16-1-31, Federal Project I 35-3(47)228, is awarded to Jack A. Miller, Austin, Texas, for \$23,068.50, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 58410 In TYLER COUNTY, on bids received September 27, 1966, contract for construction of grading, structures, base and surfacing from end of Farm to Market Road 1745, 3.5 miles northwest of Farm to Market Road 256, west to end of Farm to Market Road 1745, a distance of 5.466 miles on FARM TO MARKET ROAD 1745, Control 1584-1-7, Federal Project S 1754 (2)A, is awarded to Alexander and Polley Construction Company, Inc., Center, Texas, for \$194,124.48, which is the lowest and best bid.
- 58411 In WILBARGER and WICHITA COUNTIES, on bids received September 27, 1966, contract for construction of grading, base, two course surface treatment on shoulders and hot mix asphaltic concrete pavement from 1.4 mile east of Oklaunion to State Highway 25 in Electra, a distance of 13.261 miles on U. S. HIGHWAY 287, Control C 43-7&8-17&23, is awarded to A and A Contractors, Inc., Olney, Texas, for \$469,910.07, which is the lowest and best bid.

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- 58412 In WILLIAMSON and TRAVIS COUNTIES, on bids received September 28, 1966, contract for construction of seal coat and hot mix asphaltic concrete pavement from 2.1 miles north of Round Rock to 3.1 miles south of Travis County Line, a distance of 7.376 miles on INTER-STATE HIGHWAY 35, Control C 15-9-41 and C 15-10-16, is awarded to Austin Paving Company, Partnership, Austin, Texas, for \$131,346.85, which is the lowest and best bid.
- 58413 In WOOD, VAN ZANDT and HENDERSON COUNTIES, on bids received September 28, 1966, contract for construction of hot mix asphaltic concrete pavement from Farm to Market Road 1801 in Mineola to Hawkins, from State Highway 19 in Canton to near Farm to Market Road 16 and from State Highway 31 at Trinidad to Kaufman County Line, a distance of 37.119 miles on U. S. HIGHWAY 80, STATE HIGHWAY 64 and 274, Control C 96-2-30, C 245-2-17, C 561-2-8 and C 96-1-28, is awarded to Austin-Worth Construction Company, Fort Worth, Texas, for \$585,673.66, which is the lowest and best bid.
- 58414 In MIDLAND COUNTY, on bids received until 2:30 P.M., September 9, 1966, at Odessa, the contract for construction of CHAIN LINK FENCING on the Maintenance Site at Midland, Job MC-6-P-10, Budget 58, Authorization 601, is awarded to Pioneer Fence Co., 3807 W. County Rd., Odessa, Texas, for \$5,030.00, which is the lowest and best bid.
- 58415 In TRAVIS COUNTY, on bids received until 2:30 P.M., September 22, 1966, at Austin, the contract for construction of an ADDITION TO THE DISTRICT LABORATORY BUILDING on the District Headquarters Site at Austin, Job MC-14-A-14, Budget 58, Authorization 720, is awarded to Reich Construction Corp., 4604 Chiappero Trail, Austin, Texas, for \$37,880.00, which is the lowest and best bid.
- 58416 In WICHITA COUNTY, on bids received until 2:30 P.M., September 22, 1966, at Austin, the contract for construction of a DISTRICT STORAGE, RESIDENT ENGINEER LABORATORY and SERVICE BUILDING, REMODEL DISTRICT LABORATORY, and OUTSIDE UTILITIES & GROUND IMPVTS. on the District Headquarters Site at Wichita Falls, Jobs MC-3-L-10, MC-3-V-10, MC-3-Y-9, is awarded to M. A. Vordenbaum & Sons, Inc., 3104 Grant St., Wichita Falls, Texas, for \$91,575.00, which is the lowest and best bid.
- 58417 In WARD COUNTY, on bids received September 16, 1966, contract for construction of Property Fences from 3.55 miles west of Pyote, east 0.28 mile, a distance of 0.28 mile on INTERSTATE HIGHWAY 20, Control 4-2-25, Federal Project I 20-1(10)46, is awarded to Pioneer Fence Co., Odessa, Texas, for \$612.06, which is the lowest and best bid.
- 58418 D-18 In AUSTIN COUNTY in STEPHEN F. AUSTIN STATE PARK an extension to Park Road 38 is hereby designated from its present terminus in a northeasterly direction approximately 1.5 miles with a small loop at the end and at the entrance to the park area a divided roadway is to be provided around the park entrance station, and the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of grading, structures and surfacing at an estimated cost of \$37,300.00 and to assume the road for State maintenance upon completion of the construction herein authorized.
- 58419 D-16 WHEREAS, in BOWIE COUNTY, with the completion of a paving project on Farm to Market Road 2552, certain modifications of the State Highway System would prove a benefit to the traveling public;

(Continued on next page)

October 3, 1966

58419 Continued --

NOW, THEREFORE, IT IS ORDERED that FARM TO MARKET ROAD 2552, from its junction with U. S. Highway 82 southward 2.7 miles to its junction with State Highway 98, be cancelled and redesignated as STATE HIGHWAY 98; and that the 3.4 mile section of STATE HIGHWAY 98, from its intersection with Farm to Market Road 1840 eastward through Boston to its intersection with State Highway 8, be cancelled and redesignated FARM TO MARKET ROAD 1840.

This Order will become effective on January 1, 1967, and the new route markers will be in place upon the date that the 1967 Official State Highway Map is released to the public.

58420
DCG

In CAMERON COUNTY on U. S. HIGHWAY 77 & 83, IT IS ORDERED that the portion of the 1966-1967 Highway Beautification Program which authorized the construction of an irrigation system and turf for beautification from 0.2 mile south of State Highway 48 to 0.2 mile south of 7th Street in Brownsville, at an estimated cost of \$25,000.00, be and is hereby modified to provide for such work from 0.5 mile north of Farm to Market Road 802 to International Boulevard in Brownsville, a distance of approximately 3.3 miles, at a revised estimated cost of \$190,000.00.

58421
DCG

On the following projects, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the installation of Automatic Grade Crossing Protective Devices:

COUNTY	HWY. OR RD.	RAILROAD	LOCATION	EST. COST
Collin	F.M. 2170	S.P.	In Allen	\$ 6,950.00
Harris	Int. 10	H.B.&T.	At Ricks Road	17,800.00
Karnes	F.M. 1145	S.P.	In Kenedy	4,000.00

58422
DCG

In COLLIN COUNTY on U. S. HIGHWAY 75, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of base and surfacing for safety rest areas west of Melissa, at an estimated cost of \$39,100.00, financing the cost in the 1966-1967 Highway Beautification Program.

58423
D-16

WHEREAS, in COLLIN COUNTY, State Highway 289 has been constructed on a new location east of the City of Prosper; and

WHEREAS, it would be of benefit to the traveling public and local traffic to retain the old location of State Highway 289 on the State Highway System;

NOW, THEREFORE, IT IS ORDERED that the old location of STATE HIGHWAY 289, from its junction with the new location of State Highway 289 south of Prosper to its junction with the new location north of Prosper, be retained on the State Highway System as a Loop and be marked as a Business Route for State Highway 289.

It is understood that, within the City of Prosper, this Loop will be eligible for normal maintenance as a State maintained Loop in accordance with policies of the Department, but the State does not obligate itself hereby to participate in its reconstruction or major improvements.

58424
D-18

In CULBERSON COUNTY on U. S. HIGHWAY 62 and 180 approximately 1 mile southwest of Pine Springs, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of a roadside park at an estimated cost of \$4,000.00.

October 3, 1966

58425
DCG

WHEREAS, in DALLAS COUNTY on LOOP 12, the City of Dallas and Dallas County have expressed interest in the future development of an Interchange at the intersection with Ferguson Road; and

WHEREAS, Dallas County by official resolution dated August 15, 1966, has tendered a proposal whereby Dallas County will acquire the necessary right of way provided the Texas Highway Department will reimburse the County the State's pro rata share of such right of way cost when funds are available for this purpose; and

WHEREAS, it appears desirable to proceed with such an arrangement at this time;

NOW, THEREFORE, the State Highway Engineer is directed to enter into Contractual Agreements with the appropriate County officials for procurement of the required right of way subject to the condition that reimbursement for the State's share of the cost will not be made until such time as the Interchange is financed for construction.

58426
D-8

WHEREAS, in ELLIS COUNTY on STATE HIGHWAY 34 from Interstate Highway 35E at Italy east to Ennis, a distance of approximately 18.0 miles, the 1963-64 Consolidated Highway Program authorized the partial purchase of right of way and allocated State funds in the amount of \$200,000.00 for this purpose; and

WHEREAS, on State Highway 34 from the east side of the Bardwell Reservoir to Milam Street in Ennis, a distance of 2.9 miles, the 1967-68 Consolidated Highway Program authorized the reconstruction of grading, structures and surfacing at an estimated construction cost of \$446,000.00; and

WHEREAS, subsequent developments and changing conditions in the Ennis area have made it necessary and desirable to modify the original plan of development to provide a system of highway routes that will adequately and satisfactorily serve the traffic in this area.

NOW, THEREFORE, IT IS ORDERED that the State Highway System in and adjacent to the City of Ennis be modified to provide the following:

- (1) The relocation of STATE HIGHWAY 34 from a connection with the present highway southwest of Ennis, easterly to a connection with Interstate Highway 45 in Ennis and the cancellation of that section of FARM TO MARKET ROAD 1181 from U. S. Highway 75 Business Route, east to Interstate Highway 45.
- (2) The designation of a SPUR from the proposed relocation of State Highway 34, north along South Preston Street to U. S. Highway 287, a distance of approximately 0.8 mile, with the understanding that application will be made to the Bureau of Public Roads for the addition of this Spur to the Federal-Aid Primary Highway System.

IT IS FURTHER ORDERED that the 1967-68 Consolidated Highway Program be modified to describe the programmed work as follows:

- (1) The improvements proposed on State Highway 34 shall extend from the east side of the Bardwell Reservoir to a junction with Farm to Market Road 1183 in the City of Ennis a distance of 2.9 miles, at an estimated construction cost of \$450,000.00.
- (2) The improvements proposed on the Spur shall extend from a connection with proposed State Highway 34, northerly along South Preston Street to U. S. Highway 287 in the City of Ennis, a distance of approximately 0.8 miles, at an estimated construction cost of \$175,000.00.

(Continued on next page)

October 3, 1966

58426 Continued --

The State Highway Engineer is directed to proceed with the preliminary studies necessary to hold a required public hearing and, after the public hearing and final approval of the proposed routes, to proceed with surveys and plans covering the improvements described under Items 1 and 2 above.

58427
D-8

WHEREAS, in ELLIS COUNTY Minute Order Number 56854 tendered a proposal to the City of Ennis for the construction of a street type section on STATE HIGHWAY 34 from the West City Limit to Milam Street; and

WHEREAS, subsequent developments and changing conditions in the Ennis area have made it necessary and desirable to modify the highway system to designate this section as a SPUR and to extend the proposed street type section to U. S. Highway 287 on Ennis Avenue.

NOW, THEREFORE, IT IS ORDERED that Minute Order Number 56854 be cancelled and the State Highway Engineer is directed to tender the following proposal to the City of Ennis:

Provided the City will:

1. Provide for the immediate construction of continuous curb and gutter, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement widening.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement, and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Provide for the construction of grading, structures and surfacing within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Ennis.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Ennis, the State Highway Engineer is directed to proceed with the development of plans for construction and after the City has fulfilled its responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967-68 Consolidated Highway Program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Ennis and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

October 3, 1966

58428
DCG

In EL PASO COUNTY on INTERSTATE HIGHWAY 10, at Interchange with Loop 375, 1.8 miles east of Farm to Market Road 659, the State Highway Engineer is directed to proceed with the purchase of right of way and utility adjustments, at an estimated cost of \$230,000.00, financing the cost in the 1965-1968 Interstate Construction and Right of Way Program.

58429
DCG

WHEREAS, in EL PASO COUNTY officials of El Paso County and the City of El Paso have advised that the County has acquired land at the Hueco Tanks in the eastern part of the County and plan the development of a park to preserve this area of historical significance; and

WHEREAS, El Paso County and the City of El Paso have requested assistance in the construction of a Scenic Road, Park Road, or Secondary Road to serve the area; and

WHEREAS, it appears that such area, if properly developed, has a potential of providing a major tourist attraction;

NOW, THEREFORE, the State Highway Engineer is directed to advise El Paso County and the City of El Paso that studies will be made and careful consideration given to inclusion in future Scenic or Secondary Road Programs, a road to serve the Hueco Tanks area, such action to be coordinated with the development of the park site.

58430
D-18

In GRAYSON COUNTY in EISENHOWER STATE PARK a SPUR ROAD was designated by Minute Order No. 58310 dated August 31, 1966, in which the point of beginning for the Spur Road is revised to read at a point on Park Road 20 due west of the Concession Building with all other provisions of the Minute Order remaining the same.

58431
D-16

WHEREAS, in GRAYSON COUNTY, State Highway 99 has been constructed on new location east of the City of Whitesboro; and

WHEREAS, it would be of benefit to the traveling public and local traffic to retain the old route of State Highway 99 on the State Highway System;

NOW, THEREFORE, IT IS ORDERED that the old location of STATE HIGHWAY 99, from 3.9 miles south of Whitesboro to 1.2 miles north of Whitesboro, be retained on the State Highway System as a Loop and be marked as a Business Route for State Highway 99.

It is understood that, within the City of Whitesboro, this Loop will be eligible for normal maintenance as a State maintained Loop in accordance with policies of the Department, but the State does not obligate itself hereby to participate in its reconstruction or major improvements.

58432
DCG

WHEREAS, in HARRIS COUNTY on INTERSTATE LOOP 610, from State Highway 225 north across the Houston ship channel to Interstate Highway 10, preliminary engineering, investigations and studies, and acquisition of right of way have been under way for some time for the ultimate development of a controlled access facility which would adequately care for the traffic needs in this area; and

WHEREAS, such work has progressed to the extent that a sequence of construction has been established that will insure completion of the facility within the time limit established by current Federal legislation provided Federal funds are made available by the National Congress as needed; and

WHEREAS, plans for the first unit of construction have been completed and the project will be ready for the receipt of bids at an early letting of the Highway Commission;

(Continued on next page)

October 3, 1966

58432 Continued --

NOW, THEREFORE, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of storm sewers, eight grade separation structures, grading and pavement on sections between the Houston Ship Channel and Interstate Highway 10, at an estimated cost of \$7,093,000.00, financing the cost in the 1965-1968 Interstate Construction and Right of Way Program.

58433
DCG

In KERR COUNTY in KERRVILLE STATE PARK the State Highway Engineer is directed to proceed in the most feasible and economical manner with construction of boat ramp and parking area, at an estimated cost of \$2,500.00, financing the cost in the 1966 Boat Ramp Program.

58434
D-18

In KERR COUNTY in KERRVILLE STATE PARK an extension is hereby designated to Park Road 19 beginning at a point on the southerly part of the terminal loop and extending in an east-northeasterly direction to an intersection with the loop road near the trailer camp area and for the park area north of Farm to Market Road 689 beginning at a point on Farm to Market Road 689 with a divided roadway around the headquarters building and following a small loop around the camp area with a spur to the boat ramp, a distance of approximately 1.4 miles, and the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of grading, structures and surfacing at an estimated cost of \$25,200.00, and to assume the road for State maintenance upon completion of the construction herein authorized.

58435
D-18

WHEREAS, in KERR COUNTY, STATE HIGHWAY 39 has been constructed on a new location near State Highway 27; and

WHEREAS, as a result of such construction, the following described section of the old route of State Highway 39 is no longer needed for State Highway purposes:

From the junction of the old and new routes at Station 2101 + 58 on the new route, near the State Highway 27 junction, westerly along the old route to another junction of the old and new routes at Station 2057 + 62 on the new route, a distance of approximately 0.865 mile;

NOW, THEREFORE, IT IS ORDERED that the designation of the above described section of the old route of State Highway 39 be and is hereby cancelled; and

FURTHER, that the State Highway Engineer is directed to notify Kerr County of this action.

58436
DCG

In LA SALLE COUNTY on INTERSTATE HIGHWAY 35, between 0.3 mile south of Frio County Line and 1.2 miles north of Cotulla, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the adjustment of utilities, at an estimated cost of \$5,500.00, financing the cost in the 1965-1968 Interstate Construction and Right of Way Program.

58437
D-18

In LIMESTONE COUNTY in OLD FORT PARKER STATE PARK an extension is hereby designated and a relocation of a portion of Park Road 35 increasing the length of Park Road approximately 0.1 miles to provide the proper access to the Old Fort, and the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of grading, structures and surfacing at an estimated cost of \$3,000.00, and to assume the road for State maintenance upon completion of construction herein authorized.

October 3, 1966

58438
D-16

WHEREAS, in LIMESTONE COUNTY, State Highway 171 has been constructed on a new location southwest of the City of Tehuacana; and

WHEREAS, it would be of benefit to the traveling public and local traffic to retain the old location of State Highway 171 on the State Highway System;

NOW, THEREFORE, IT IS ORDERED that the old location of STATE HIGHWAY 171, from its junction with the new location of State Highway 171 south of Tehuacana to its junction with the new location of State Highway 171 west of Tehuacana, be retained on the State Highway System as a Loop and be marked as a Business Route for State Highway 171.

It is understood that, within the City of Tehuacana, this Loop will be eligible for normal maintenance as a State maintained Loop in accordance with policies of the Department, but the State does not obligate itself hereby to participate in its reconstruction or major improvements.

58439
D-16

WHEREAS, in LIMESTONE COUNTY, State Highway 171 has been constructed on a new location east of the City of Coolidge; and

WHEREAS, it would be of benefit to the traveling public and local traffic to retain the old location of State Highway 171 on the State Highway System; and

WHEREAS, the extension of Farm to Market Road 1951 northward to the new location of State Highway 171 and the extension of Farm to Market Road 73 eastward to the new location of State Highway 171 would provide Farm to Market Road designations for the old location of State Highway 171;

NOW, THEREFORE, IT IS ORDERED that FARM TO MARKET ROAD 1951 be extended northward 0.130 miles to the junction with the new location of State Highway 171, and FARM TO MARKET ROAD 73 be extended eastward 0.068 miles to the junction with the new location of State Highway 171.

58440
DCG

In LUBBOCK COUNTY on LOOP 289 in Lubbock, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of grading, structures and surfacing on Main Lanes, from U. S. Highway 87 (south) west to College Avenue, a distance of approximately 1.1 miles, and construction of embankment at Indiana Avenue, at a total estimated cost of \$260,000.00.

58441
D-18

In MILAM COUNTY, on STATE HIGHWAY 36 and U. S. HIGHWAY 190, approximately 0.5 miles east of railroad underpass near Rogers, on U. S. HIGHWAY 77 approximately 0.5 miles south of Falls County Line, and on U. S. HIGHWAY 77 approximately 1.1 miles north junction of U. S. Highway 77 and U. S. Highway 79, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of roadside parks costing \$3,000.00 at each location, making a total estimated cost of \$9,000.00.

58442
D-16

WHEREAS, in NUECES COUNTY, State Highway 358 has been constructed on a new location in the western part of the City of Corpus Christi, providing a connecting route between Interstate Highway 37 and State Highway 44; and

WHEREAS, the route of State Highway 44 would be improved by routing it over State Highway 358; and

WHEREAS, it would be of benefit to the traveling public and local traffic to retain the present route of State Highway 44 within the City of Corpus Christi on the State Highway System;

(Continued on next page)

October 3, 1966

58442 Continued --

NOW, THEREFORE, IT IS ORDERED that STATE HIGHWAY 44 be routed along State Highway 358 from its junction with State Highway 358 northerly to the junction of Interstate Highway 37 near Linda Street in the western portion of Corpus Christi and there be terminated.

FURTHER, that the present route of STATE HIGHWAY 44, from its junction with State Highway 358 eastward to downtown Corpus Christi connecting with Interstate Highway 37 and U. S. Highway 181, be retained on the State Highway System as a Loop and be marked as State Highway 44 Business Route.

It is understood that the City of Corpus Christi will be responsible for the maintenance of State Highway 44 Business Route in its entirety as agreed to by the City Council of Corpus Christi on January 27, 1965.

58443
DCG

In PRESIDIO COUNTY on RANCH TO MARKET ROAD 170 the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of scenic overlook and rest area south-east of Redford, at an estimated cost of \$14,000.00, financing the cost in the 1966-1967 Highway Beautification Program.

58444
D-18

WHEREAS, in RUNNELS COUNTY, a portion of FARM TO MARKET ROAD 53 was constructed on new location by-passing the City of Winters; and

WHEREAS, Minute Order No. 56627 dated September 21, 1965, cancelled the designation of the old location of Farm to Market Road 53 through the City of Winters; and

WHEREAS, the cancellation of the designation of this old location has been reconsidered and it has been determined that this location of Farm to Market Road 53 through the City of Winters serves local business and highway traffic.

NOW, THEREFORE, IT IS ORDERED that the old location of Farm to Market Road 53 from the intersection of the old and new locations, 2.4 miles west of U. S. Highway 83 in the City of Winters to the intersection of the old and new locations, 1.0 mile east of U. S. Highway 83, a total distance of approximately 3.4 miles, is hereby designated as a Loop; and

FURTHER, that the designation of this Loop shall not obligate the Highway Department to participate in its future construction, reconstruction or major improvement within the City of Winters; and

FURTHER, that the State Highway Engineer is directed to advise the City of Winters and Runnels County of this action.

58445
DCG

In TYLER COUNTY on U. S. HIGHWAY 69 IT IS ORDERED that the portions of the 1963-1964 Consolidated Highway Program and 1965-1966 Consolidated Highway Program which authorized the reconstruction of grading, structures and surfacing from 1.0 mile south of Warren to Hillister, a distance of approximately 5.3 miles, at an estimated cost of \$836,200.00, be and are hereby canceled and in lieu thereof the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of grading, structures and surfacing on Frontage Roads on U. S. HIGHWAY 69, JEFFERSON COUNTY in Beaumont, from 0.2 mile north of Lucas Drive, north a distance of approximately 1.4 miles, at an estimated cost of \$1,000,000.00, financing the difference in cost in the next available program of work.

October 3, 1966

58446
DCG

In WHEELER COUNTY on INTERSTATE HIGHWAY 40, from 1.0 mile west of Fort Worth and Denver Railroad Underpass, west to Gray County Line, a distance of approximately 14.9 miles, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of Interstate Signing and Delineation, at an estimated cost of \$65,000.00, financing the cost in the 1965-1968 Interstate Construction and Right of Way Program.

58447
D-16

WHEREAS, in WISE COUNTY, State Highway 114 has been constructed on a new location east of the City of Paradise; and

WHEREAS, it would be of benefit to the traveling public and local traffic to retain the old location of State Highway 114 on the State Highway System;

NOW, THEREFORE, IT IS ORDERED that the old location of STATE HIGHWAY 114, from its junction with the new location of State Highway 114 northeast of Paradise to its junction with the new location of State Highway 114 southeast of Paradise, be retained on the State Highway System as a Loop and be marked as a Business Route for State Highway 114.

It is understood that, within the City of Paradise, this Loop will be eligible for normal maintenance as a State maintained Loop in accordance with policies of the Department, but the State does not obligate itself hereby to participate in its reconstruction or major improvements.

58448
D-18

WHEREAS, in YOUNG COUNTY, portions of STATE HIGHWAY 254 have been constructed on new locations adjacent to and in the City of Graham; and

WHEREAS, as a result of such construction, the following described sections of the old route of State Highway 254 are no longer needed for State Highway purposes:

From the junction of the old and new routes at Station 57 + 00 on the new route, northerly to another junction of the old and new routes at Station 37 + 00, a distance of approximately 0.5 mile.

NOW, THEREFORE, IT IS ORDERED that the designation of the above described section of the old route of State Highway 254 be and is hereby cancelled; and

FURTHER, that the State Highway Engineer is directed to notify Young County and the City of Graham of this action.

58449

IT IS ORDERED that the attached program of work comprising the 1967 FARM TO MARKET ROAD IMPROVEMENT AND STATE HIGHWAY SAFETY AND BETTERMENT PROGRAM be and is hereby approved for the purchase of right of way and construction.

58450
DCG

WHEREAS, in JOHNSON COUNTY on FARM TO MARKET ROAD 916, the City of Grandview has requested assistance in the widening of pavement including incidental items thereto from U. S. Highway 81 east to Interstate Highway 35W, a distance of approximately 0.4 mile; and

WHEREAS, an analysis of the requested work indicates that such widening will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Grandview:

Provided the City will:

(Continued on next page)

October 3, 1966

58450 Continued --

1. Furnish all necessary right of way clear of obstructions and free of cost and provide for the immediate construction of continuous curb and gutter, utility adjustments, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Provide for widening pavement and its support within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Grandview.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Grandview, the State Highway Engineer is directed to proceed with the development of plans for construction and after the City has fulfilled its responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 Farm to Market Road Improvement Program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order is subject to acceptance by the City of Grandview and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58451
DCG

WHEREAS, in HALE COUNTY on U. S. HIGHWAY 70, the City of Plainview has requested assistance in the widening of pavement including incidental items thereto from Loop 274 to Amarillo Street, a distance of approximately 0.7 mile; and

WHEREAS, an analysis of the requested work indicates that such widening will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Plainview:

Provided the City will:

1. Provide for the immediate construction of continuous curb and gutter, utility adjustments, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.

(Continued on next page)

October 3, 1966

58451 Continued --

2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement, and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Provide for widening pavement and its support within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Plainview.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Plainview, the State Highway Engineer is directed to proceed with the development of plans for construction and after the City has fulfilled its responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 State Highway Safety and Betterment Program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Plainview and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58452
DCG

WHEREAS, in LUBBOCK COUNTY on FARM TO MARKET ROAD 400, the City of Slaton has requested assistance in the widening of pavement including incidental items thereto from U. S. Highway 84, northwest a distance of approximately 0.4 mile; and

WHEREAS, an analysis of the requested work indicates that such widening will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Slaton:

Provided the City will:

1. Furnish all necessary right of way clear of obstructions and free of cost and provide for the immediate construction of continuous curb and gutter, utility adjustments, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.

(Continued on next page)

October 3, 1966

58452 Continued --

3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Provide for widening pavement and its support within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Slaton.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Slaton, the State Highway Engineer is directed to proceed with the development of plans for construction and after the City has fulfilled its responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 Farm to Market Road Improvement Program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Slaton and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58453
DCG

WHEREAS, in LUBBOCK COUNTY on FARM TO MARKET ROAD 1264, the City of Lubbock has requested assistance in the widening of pavement including incidental items thereto from Loop 289 to U. S. Highway 84, a distance of approximately 0.9 mile; and

WHEREAS, an analysis of the requested work indicates that such widening will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Lubbock:

Provided the City will:

1. Furnish all necessary right of way clear of obstructions and free of cost and provide for the immediate construction of continuous curb and gutter, utility adjustments, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

(Continued on next page)

October 3, 1966

58453 Continued --

The Texas Highway Department will:

1. Provide for widening pavement and its support within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Lubbock.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Lubbock, the State Highway Engineer is directed to proceed with the development of plans for construction and after the City has fulfilled its responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 Farm to Market Road Improvement Program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Lubbock and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58454
DCG

WHEREAS, in BELL COUNTY on FARM TO MARKET ROAD 1741, the City of Temple has requested assistance in the widening of pavement including incidental items thereto from Loop 363 to South City Limit, a distance of approximately 0.8 mile; and

WHEREAS, an analysis of the requested work indicates that such widening will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Temple:

Provided the City will:

1. Furnish all necessary right of way clear of obstructions and free of cost and provide for the immediate construction of continuous curb and gutter, utility adjustments, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Provide for widening pavement and its support within these limits.

(Continued on next page)

October 3, 1966

58454 Continued --

2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Temple.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Temple, the State Highway Engineer is directed to proceed with the development of plans for construction and after the City has fulfilled its responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 Farm to Market Road Improvement Program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Temple and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58455
DCG

WHEREAS, in ANDERSON COUNTY on U. S. HIGHWAY 84, the City of Palestine has requested assistance in the widening of pavement including incidental items thereto from near McNeil Street to near Howard Street, a distance of approximately 1.0 mile; and

WHEREAS, an analysis of the requested work indicates that such widening will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Palestine:

Provided the City will:

1. Secure all necessary right of way according to policies of the Texas Highway Department and provide for the immediate construction of continuous curb and gutter, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement, and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Participate in the cost of right of way and provide for widening pavement and its support within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

(Continued on next page)

October 3, 1966

58455 Continued --

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Palestine.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Palestine, the State Highway Engineer is directed to proceed with the development of plans for construction and after the City has fulfilled its responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 State Highway Safety and Betterment Program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Palestine and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58456
DCG

WHEREAS, in LLANO COUNTY on STATE HIGHWAY 29, the City of Llano has requested assistance in the widening of pavement including incidental items thereto from State Highway 16 to East City Limit, a distance of approximately 1.0 mile; and

WHEREAS, an analysis of the requested work indicates that such widening will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Llano:

Provided the City will:

1. Provide for the immediate construction of continuous curb and gutter, utility adjustments, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement, and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Provide for widening pavement and its support within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Llano.

(Continued on next page)

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58456 Continued --

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Llano, the State Highway Engineer is directed to proceed with the development of plans for construction and after the City has fulfilled its responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 State Highway Safety and Betterment Program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Llano and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58457
DCG

In BRAZOS COUNTY on FARM TO MARKET ROAD 2818, the State Highway Engineer is directed to proceed with relocation extending from Farm to Market Road 60 northwest to the present location of Farm to Market Road 2818, approximately 1.5 miles south of Farm to Market Road 2513, a distance of approximately 1.4 miles, subject to the following conditions:

Provided the County and/or City will:

1. Furnish all required right of way clear of obstructions and free of cost to the State.
2. Agree to accept into their road or street system for maintenance the present section of Farm to Market Road 2818 eliminated by this relocation.

Upon acceptance of the provisions of this Order, the State Highway Engineer is directed to proceed with the engineering development and construction of the project, financing the cost in the 1967 Farm to Market Road Improvement Program.

This Order is subject to acceptance by Brazos County and the City of Bryan and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58458
DCG

WHEREAS, in DALLAS COUNTY on LOOP 12, Dallas County and the City of Dallas have requested reconstruction of the present section from west of Inwood Road to west of Midway Road, a distance of approximately 1.2 miles, to provide a divided facility; and

WHEREAS, an analysis of the request indicates that such work will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to Dallas County and the City of Dallas:

Provided the County and City will:

1. Secure all necessary right of way according to policies of the Texas Highway Department and provide for the immediate construction of continuous curb and gutter, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.

(Continued on next page)

58458 Continued --

3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement, and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Participate in the purchase of right of way and provide for the reconstruction of grading, structures and surfacing within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of Dallas County and the City of Dallas.

Upon acceptance of the provisions of this Order by the appropriate officials of Dallas County and the City of Dallas, the State Highway Engineer is directed to proceed with the development of plans for construction and after the County and City have fulfilled their responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 State Highway Safety and Betterment Program.

It is understood that the County and City may discharge their construction obligations as outlined herein in any manner as they may elect. In the event the County or City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the County and City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by Dallas County and the City of Dallas and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58459
DCG

WHEREAS, in DALLAS COUNTY on LOOP 12, Dallas County and the City of Dallas have requested assistance in the widening of pavement including incidental items thereto from Poppy Drive to Lake Highland Drive, a distance of approximately 0.5 mile; and

WHEREAS, an analysis of the requested work indicates that such widening will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to Dallas County and the City of Dallas:

Provided the County and City will:

1. Provide for the immediate construction of continuous curb and gutter, utility adjustments, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement, and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Provide for widening grading, structures and surfacing within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

(Continued on next page)

October 3, 1966

58459 Continued --

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of Dallas County and the City of Dallas.

Upon acceptance of the provisions of this Order by the appropriate officials of Dallas County and the City of Dallas, the State Highway Engineer is directed to proceed with the development of plans for construction and after the County and City have fulfilled their responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 State Highway Safety and Betterment Program.

It is understood that the County and City may discharge their construction obligations as outlined herein in any manner as they may elect. In the event the County and City desire the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the County and City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by Dallas County and the City of Dallas and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58460
DCG

WHEREAS, in DENTON COUNTY on FARM TO MARKET ROAD 1171, the City of Lewisville has requested assistance in the widening of pavement including incidental items thereto from the West City Limit to Interstate Highway 35E, a distance of approximately 1.1 miles; and

WHEREAS, an analysis of the requested work indicates that such widening will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Lewisville:

Provided the City will:

1. Furnish all necessary right of way clear of obstructions and free of cost and provide for the immediate construction of continuous curb and gutter, utility adjustments, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Provide for widening pavement and its support within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Lewisville.

(Continued on next page)

October 3, 1966

58460 Continued --

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Lewisville, the State Highway Engineer is directed to proceed with the development of plans for construction and after the City has fulfilled its responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 Farm to Market Road Improvement Program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Lewisville and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58461
DCG

WHEREAS, in DENTON COUNTY on STATE HIGHWAY 121 the City of Lewisville has requested assistance in improving the drainage conditions west of the MKT Railroad; and

WHEREAS, engineering studies and investigations indicate that removal of the existing culvert and replacement at a lower flowline and construction of an outfall channel parallel to the railroad will be of material benefit in alleviating the present conditions;

NOW, THEREFORE, the State Highway Engineer is directed to advise the City of Lewisville that the Texas Highway Department will construct a bridge at a lower flowline elevation and outfall channel provided the City of Lewisville will acquire the necessary channel easement and maintain the channel upon completion of construction.

Upon acceptance of the conditions of this Order, the State Highway Engineer is directed to proceed in the most feasible and economical manner with construction, financing the cost in the 1967 State Highway Safety and Betterment Program.

This Order shall become operative upon acceptance by the City of Lewisville and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58462
DCG

WHEREAS, in KAUFMAN COUNTY on STATE HIGHWAY 34, the City of Kaufman has requested assistance in the widening of pavement including incidental items thereto from Mulberry Street south to U. S. Highway 175, a distance of approximately 1.0 mile; and

WHEREAS, an analysis of the requested work indicates that such widening will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Kaufman:

Provided the City will:

1. Provide for the immediate construction of continuous curb and gutter where none now exists, utility adjustments, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks where none now exists should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.

(Continued on next page)

October 3, 1966

58462 Continued --

3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement, and agree to regulate traffic, provide for parallel parking and agree to prohibit all parking when traffic conditions demand and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Provide for widening pavement and its support within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Kaufman.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Kaufman, the State Highway Engineer is directed to proceed with the development of plans for construction and after the City has fulfilled its responsibilities, proceed with construction in the most feasible and economical manner, financing the cost in the 1967 State Highway Safety and Betterment Program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Kaufman and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

58463
DCG

In STARR COUNTY on U. S. HIGHWAY 83 IT IS ORDERED that the portion of the 1967-1968 Consolidated Highway Program which authorized the construction of additional surfacing from the North City Limit of Roma to Zapata County Line, a distance of approximately 15.8 miles, at an estimated cost of \$83,000.00, be and is hereby modified to provide for such construction from the North City Limit of Roma, north a distance of approximately 9.6 miles, at a revised estimated cost of \$54,000.00.

58464
D-8

WHEREAS, the Highway Commission has heretofore, by Minute Order No. 28464 and Minute Order No. 45302, set forth policy guide lines pertaining to the installation of fixed ILLUMINATION on certain types of highway facilities; and

WHEREAS, it has been the intent of this policy that such provisions apply only to Continuous Systems of Highway Illumination in urban areas; and

WHEREAS, in the extensive development of multi-lane urban arterial highways, the installation of SAFETY LIGHTING at intersections and/or interchanges having significant crossing and turning movements, is considered necessary in order that the individual driver be afforded a panoramic view of traffic facilities and movements at such crossings or interchanges.

(Continued on next page)

October 3, 1966

58464 Continued --

NOW, THEREFORE, the provisions of Minute Order No. 28464 and Minute Order No. 45302 are amended where pertinent to provide that the State Highway Department will bear the cost of installation, operation and maintenance of Highway Safety Lighting at intersections and/or interchanges inside incorporated cities and towns where justified for the enhancement of safer night-time traffic operations, except that nothing in this Order shall be construed to prohibit a municipality from installing illumination on highway routes along City streets provided the design of such systems conform with Departmental Illumination standards.

58465
DCG

In HARRIS COUNTY on INTERSTATE LOOP 610, in Houston at Braeswood Boulevard, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of embankments, at an estimated cost of \$67,600.00, financing the cost in the 1965-1968 Interstate Construction and Right of Way Program.

58466
D-8

WHEREAS, in BRAZORIA COUNTY, in accordance with the public law, a public hearing was held in the City of Angleton on June 29, 1966, relative to the proposed routing of a relocation of STATE HIGHWAY 288, as depicted and described in the Texas Highway Department Route Study, "Future Development of a Controlled Access Facility-- Houston to Brazosport," dated February, 1964; and

WHEREAS, at the public hearing, authorized representatives of the Texas Highway Department conducted the hearing and, with the aid of maps, displayed and explained the general route and location as proposed and described herein above; and

WHEREAS, generally, it was the desire of local officials and residents that the proposed routing should be located further to the east, in the northern portion of Brazoria County; and

WHEREAS, by a subsequent Resolution of August 15, 1966, the Commissioners' Court of Brazoria County requested a revision in the proposed routing for the relocation of State Highway 288 as follows: Beginning at the point where the approved location in Harris County intersects the Harris-Brazoria County Line and continuing on a direct southerly route some four to five miles, thence in a southwesterly direction approximately four to five miles, thence southerly along a line parallel to but not necessarily contiguous with Airline Road approximately nine miles to a intersection with the existing location of State Highway 288; and thence south along the remainder of the route, as displayed at the public hearing and previously recommended in the aforementioned Freeway Study, to a connection with State Highway 332 at Lake Jackson; and

WHEREAS, after a careful evaluation of the request by Brazoria County and a review of same by the Texas Highway Commission, it is the judgment of that body that the revised routing, as requested by Brazoria County officials, other local officials and residents, would better serve the traffic needs of the area by providing greater service to the various communities and resident populations and would thus be in the general public interest.

NOW, THEREFORE, IT IS ORDERED that the general route and location, as proposed at the aforementioned public hearing and modified as described herein, be and is hereby approved; and, the State Highway Engineer is directed to proceed with the development of previously authorized work.

58467
D-8

WHEREAS, in Frio and LA SALLE COUNTIES, on INTERSTATE HIGHWAY 35, from a point 11.5 miles southwest of Medina-Frio County Line to a point 0.3 mile southwest of the Frio-La Salle County Line, a schematic public hearing was held on February 10, 1965, in accordance with public law, relative to the proposed geometric design provisions; and

(Continued on next page)

October 3, 1966

58467 Continued --

WHEREAS, at the public hearing, authorized representatives of the Texas Highway Department conducted the hearing and, with the aid of maps and layouts, explained the proposed schematic design; and

WHEREAS, all in attendance at the public hearing were invited to express views, opinions and sentiments regarding the proposed design; and

WHEREAS, numerous objections were expressed regarding the absence of frontage roads, ramps and interchange accommodations on various sections; and

WHEREAS, extended negotiations with the Federal Bureau of Public Roads were subsequently had in an effort to secure that agency's approval of the requested additions; and

WHEREAS, additional sections of frontage roads were later approved by the Bureau of Public Roads for finance entirely with State funds; and

WHEREAS, the Texas Highway Department agreed to finance such sections; and

WHEREAS, subsequent local requests for additional sections of frontage roads and additional provisions for ramps and interchange accommodations were received; and

WHEREAS, offers were tendered to the local governments for the cooperative financing of these additional features requested; and

WHEREAS, the tender of cooperative financing of the additional facilities was declined by the local governments.


NOW, THEREFORE, the aforementioned public hearing of February 10, 1965, is hereby approved, subject to the additions of facilities and finance as subsequently agreed upon and approved by the Texas Highway Department and/or Bureau of Public Roads; and, the State Highway Engineer is directed to proceed with the planning and development of this highway facility accordingly.

58468

IT IS ORDERED that the Regular Meeting of the State Highway Commission be closed at 4:00 P.M., October 3, 1966.

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I hereby certify that the above and foregoing pages constitute the full, true and correct record of all proceedings and official orders of the State Highway Commission at its Six Hundred and Forty-Seventh Meeting, a Regular Meeting, held in Austin, Texas, on October 3, 1966.


Chief Minute Clerk
State Highway Department of Texas